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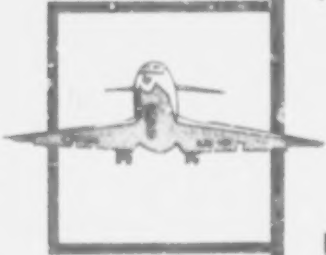

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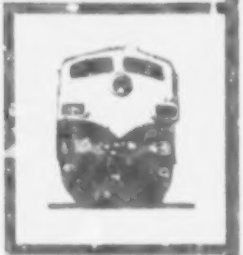

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

ORIGINAL

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 8, 1985 ACCIDENTS

NTSB / AAB-86 / 22

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594	14. Sponsoring Agency Code
15. Supplementary Notes	

16. Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

File Numbers: 1401 through 1600

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FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

> "No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

Personal

Flying by individuals in there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

AVAILABLE

2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

FILE ORDER LISTING

ISSUE NUMBER 8

CALENDAR YEAR 1985

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File Order Listing - Issue No. 8, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Model	Injury Index	Page
1401	3502M	060785	DES MOINES, IA	PIPER	PA-28-181	NONE	148
1402	2267E	060885	CURTIS, NE	CESSNA	172	NONE	214
1403	8688D	072485	PALMER, AK	PIPER	PA-18	NONE	10
1404	CGIBB	061185	KISSIMMEE, FL	LAKE AIRCRAF	LA-4-200	NONE	90
1405	260JC	061185	WABASSO, FL	PIPER	PA-38-112	MINOR	88
1406	83678	061585	BARNARDSVILLE, NC	CHAMPION	7AC	NONE	230
1408	6102J	090685	SHUFFLETOWN, NC	PIPER	PA-28R-200	SERIOUS	234
1409	CFFLC	060685	CLEVELAND, OH	BEECH	E18S	FATAL	298
1410	200N	020285	SHREVEPORT, LA	SWEARINGEN	SA-226T	NONE	180
1413	13954	010385	MANHATTAN, MT	POLLIWAGEN	2 PLACE	FATAL	224
1414	3559Y	020585	ASHLAND, OR	CESSNA	182-F	FATAL	312
1415	28428	051885	COLUMBIANA, AL	LUSCOMBE	8-A	NONE	26
1415	NONE	051885	COLUMBIANA, AL	UP FLIGHT DE	GLIDER TRY	NONE	28
1416	58395	021485	HILO, HI	HUGHES	369-D	NONE	144
1418	5481Q	052585	NECEDAH, WI	CESSNA	150L	NONE	366
1419	25678	071385	AMERICAN FALLS, ID	PIPER	PA-38-112	NONE	158
1420	5829P	070585	MCCALL, ID	PIPER	PA-24-250	NONE	156
1421	20CAW	070685	RENO, NV	MEYERS	200D	NONE	274
1422	3601D	071685	HOONAH, AK	AEROSPATIAL	AS350D	NONE	8
1423	8341L	071285	BAHAMAS, OF	PIPER	PA-32R-301	FATAL	294
1424	52197	051985	HOOKSETT, NH	CESSNA	180J	NONE	252
1425	56212	061685	CHAMPLAIN, NY	PIPER	PA-22-108	NONE	286
1426	82126	061285	OLD TOWN, ME	PIPER	PA-18-150	NONE	190
1427	55490	061585	RED HOOK, NY	PIPER	PA-28-140	NONE	284
1428	52880	060285	TOUGHKENAMON, PA	CESSNA	305A	NONE	314

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1429	5694Y	060985	S.WOODSTOCK, VT	ENSTROM	280C	NONE	350
1430	9748P	082385	YANKTON, SD	PIPER	PA-25-235	MINOR	340
1431	9455D	073085	EVANSTON, WY	CESSNA	172RG	NONE	378
1432	7559F	090185	ALABASTER, AL	BELLANCA	CHAMPION 7	NONE	30
1433	52690	091285	OLATHE, KS	CESSNA	152	NONE	176
1434	1756R	090785	LINCOLN, NE	CESSNA	A185F	NONE	246
1435	12900	091385	EDEN PRAIRIE, MN	CESSNA	170	MINOR	208
1436	9909P	070585	MT. CARMEL, IL	PIPER	PA-36-285	NONE	162
1437	82CG	070885	PULLMAN, WA	RAND/ROBINSO	KR2	SERIOUS	354
1438	52142	100265	CRIVITZ, WI	CESSNA	172	NONE	372
1439	7346Z	060985	FILLMORE, UT	PIPER	PA-25-235	NONE	348
1440	8966W	052985	BATAVIA, NY	PIPER	PA-28-235	NONE	282
1441	2611G	071585	DENIO, NV	CESSNA	182	NONE	276
1442	9557K	090685	OXFORD, IA	PIPER	PA-28-181	NONE	150
1443	6388A	030385	FREDERICK, MD	CESSNA	182	SERIOUS	186
1444	53982	082985	GERMANTOWN, OH	BELLANCA	8KCAB	NONE	308
1445	66550	083185	WABASH, IN	CESSNA	150M	MINOR	174
1446	5783G	080385	ROMEO, MI	CESSNA	150K	NONE	200
1447	1CK	072885	HOBART, IN	BEECH	C33-A	NONE	172
1448	4460U	072285	LINCOLN, IL	CESSNA	150D	NONE	166
1449	63258	083085	SANTA FE, NM	CESSNA	150M	NONE	270
1450	8864N	090585	UNDERWOOD, ND	PIPER	PA-28-140	MINOR	240
1451	51261	061285	NEW SMYRNA BCH, FL	CESSNA	150J	SERIOUS	92
1452	8026R	072485	TUSCARORA, NV	BEECHCRAFT	A-24-R	MINOR	278
1453	36137	071685	MOSES LAKE, WA	BELLANCA	7GCBC	NONE	356

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1454	538Y	090585	OPP, AL	GRUMMAN	G-164	NONE	32
1455	65735	061385	WAIPAHU, HI	CESSNA	150H	SERIOUS	146
1456	8262U	091585	WHAT CHEER, IA	PIPER	PA-28-181	SERIOUS	152
1458	5867L	032285	OKEECHOBEE, FL	GRUMMAN	AA-5	NONE	84
1460	732VU	051485	LINDEN, NJ	CESSNA	210M	NONE	258
1461	2961L	021085	PORTSMOUTH, OH	MOONEY	M20C	FATAL	296
1463	92240	090585	ALAMOSA, CO	CESSNA	182N	MINOR	74
1464	911JM	052585	MILLVILLE, NJ	GULFSTREAM	681	NONE	256
1465	48251	063085	HARTFORD, CT	CESSNA	152	NONE	80
1466	44250	061685	PERU, NY	TAYLORCRAFT	BC-12D	NONE	288
1467	291CC	060285	NEWBURY, MA	PIPER	PA-28RT-20	MINOR	184
1468	4AS	102585	PLATTSBURG, MO	SILVAGGIO	CASSUTT 11	SERIOUS	218
1469	53925	060885	PANAMA CITY, FL	BELLANCA	8GCBC	NONE	86
1470	4203Y	070785	TATUM, NM	ROLLADEN-SCH	LS-4	SERIOUS	266
1471	53170	020985	ACWORTH, GA	CESSNA	152	SERIOUS	124
1472	40TE	012085	CARSON, NM	BELL	206 L-1	FATAL	260
1473	1644P	060885	OSCEOLA, WI	PIPER	PA-22-150	MINOR	368
1474	4349K	071685	SCHAUMBURG, IL	PIPER	PA-28-161	NONE	164
1475	7641G	070785	AKRON, OH	CESSNA	172L	NONE	300
1476	42RB	070785	HOUGHTON LAKE, MI	BURCH	PITTS S-1	NONE	194
1477	29008	070685	DETROIT, MI	CESSNA	210MII	NONE	192
1478	8403K	092285	MCGREGOR, MN	UNIVAIR	108-1	MINOR	210
1479	67463	090885	ST. CHARLES, MO	CESSNA	152	NONE	214
1480	83855	083185	FREDERICKTOWN, MO	PIPER	PA-32-301	NONE	212
1481	3561H	071585	GRIFFITHVILLE, AR	GRUMMAN	G-164A	SERIOUS	34

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1482	6951A	091985	SHIRLEYVILLE, AK	CESSNA	172	NONE	16
1483	5744W	062685	DAYTONA BEACH, FL	PIPER	PA-28-160	NONE	98
1484	2198T	062785	DAYTONA BEACH, FL	PIPER	PA-44-180	NONE	100
1485	1423E	091385	BLOCK ISLAND, RI	CESSNA	172N	FATAL	332
1486	8704N	060285	KENNESAW, GA	PIPER	PA-28-140	FATAL	128
1487	5219A	052585	INDIANAPOLIS, IN	HUGHES	369E	SERIOUS	170
1488	59BC	070785	FARIBAULT, MN	CHAMBERLAIN	VIKING DRA	FATAL	204
1489	44340	062885	MUNDELEIN, IL	TAYLORCRAFT	BC12-D1	FATAL	160
1490	18717	082585	LEWISTON, NY	CESSNA	150L	FATAL	290
1491	6101U	031285	ELI, NE	CESSNA	T210R	FATAL	242
1492	18316	101585	SULLIVAN, MO	BEECH	V35B	FATAL	216
1493	9636S	042085	COLLINSVILLE, MS	CHAMPION	7GCA	FATAL	220
1494	49550	061385	SILVER SPRINGS, FL	AEROSPATIALE	SA316B	NONE	94
1495	4925M	011985	CANON CITY, CO	CESSNA	152	MINOR	68
1496	2578V	100685	ASPEN, CO	CESSNA	177RG	SERIOUS	78
1497	25RN	081085	COLORADO SPRGS, CO	SCHEMPP-HIRT	VENTUS B	SERIOUS	72
1498	123BC	041685	GALLUP, NM	BEECH	58TC	NONE	262
1499	9893	090685	TUNICA, MS	GRUMMAN	G-164A	NONE	222
1500	30S	061285	KNOXVILLE, TN	CESSNA	T337G	NONE	344
1501	176MS	062085	DILLINGHAM, AK	GRUMMAN	G-44	MINOR	2
1502	9115U	111285	RAINBOW LAKE, AK	CESSNA	150	NONE	24
1503	35851	101685	TANANA, AK	CESSNA	206	NONE	20
1504	2500G	090485	ENGLISH BAY, AK	CESSNA	182B	FATAL	14
1505	2491C	101685	TOK, AK	CESSNA	170B	NONE	22
1506	4941G	072085	FROSTPROOF, FL	CESSNA	172N	NONE	112

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1507	8429	070485	BLAKLEY, GA	QUINN /	EL TOMCAT	NONE	130
1508	6784H	063085	COOPER CITY, FL	NORTH AMERIC	NAVION	NONE	102
1509	28SE	063085	APALACHICOLA, FL	BEECH	65-A90	NONE	104
1510	92ER	070485	DAYTONA BEACH, FL	CESSNA	172P	MINOR	106
1511	9165P	062585	OPA LOCKA, FL	PIPER	PA-24-250	MINOR	96
1512	20541	063085	THEODORE RIVER, AK	CESSNA	172M	NONE	4
1513	3781S	071785	LEESBURG, FL	CESSNA	172	MINOR	110
1514	13714	071485	CEDAR KEY, FL	CESSNA	177B	NONE	108
1515	586T	071885	MOULTRIE, GA	BELL	47D1	NONE	132
1516	21ML	062485	ATLANTIC OCEAN, OF	PIPER	PA-23-250	NONE	292
1517	3866H	072285	DURANGO, CO	MOONEY	M20K	MINOR	70
1518	53AT	101285	ANCHORAGE, AK	BELLANCA	7GCBC	NONE	18
1519	9383X	011485	FT MYERS, FL	CESSNA	182E	NONE	82
1520	21092	040585	GARNEILL, MT	PIPER	PA-32RT-30	SERIOUS	226
1521	6176M	011885	WENATCHEE, WA	MAULE	M-5-235C	NONE	352
1522	4716R	010785	CROSSVILLE, TN	CESSNA	R182	FATAL	342
1523	2669Z	060685	BUTLER, PA	CESSNA	340A	NONE	316
1524	18030	052485	PINEY POINT, MD	CESSNA	U206F	MINOR	188
1525	7934P	071485	TIOGA, PA	PIPER	PA-24-250	FATAL	318
1526	2901S	082785	READING, PA	CESSNA	150G	NONE	328
1527	43490	070485	LORDSBURG, NM	CESSNA	172L	MINOR	264
1528	2906J	091185	DALTON, GA	CESSNA	150G	NONE	138
1529	909A	091585	SHINNSTON, WV	PIPER	PA-22-125	NONE	376
1530	85JP	080285	ZELIENOPLE, PA	JAMES POSTLE	RV-3	FATAL	324
1531	168FJ	080685	NEW OXFORD, PA	JONES /	MARQUART M	FATAL	326

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1534	52795	071985	BIG FALLS, MN	PIPER	PA-28-140	NONE	206
1535	6350K	072285	MT PLEASANT, MI	CESSNA	150M	NONE	198
1536	51405	072885	SHARONVILLE, OH	CESSNA	150J	MINOR	304
1537	67455	072785	ROCKFORD, IL	CESSNA	152	NONE	158
1538	71615	052785	SENECA, SC	CESSNA	R182	FATAL	334
1539	67610	060785	RED LAKE FALLS, MN	SCHWEIZER	G-164A	FATAL	202
1541	5278A	091785	MULLEN, NE	CESSNA	210N	NONE	248
1542	78227	092085	KALONA, IA	CESSNA	172K	MINOR	154
1543	7685B	072385	LOGAN, NM	BELLANCA	14-19-3	NONE	268
1544	399KM	091185	GALLUP, NM	CESSNA	T210L	NONE	272
1546	201HU	071085	ANTIOCH, CA	MOONEY	M20J	FATAL	58
1548	5166W	050585	SPRINGVILLE, CA	PIPER	PA-28-160	NONE	48
1549	5658F	070285	CORONA, CA	MAULE	M-6-180	FATAL	56
1550	27716	062185	GHENT, WV	BELL	206L-1	NONE	374
1551	34672	073185	MACUNGIE, PA	CESSNA	C-177B	FATAL	322
1552	38942	071285	PAGE, AZ	BELL	206-B	FATAL	42
1553	8275P	042385	SHOW LOW, AZ	PIPER	PA32-301T	MINOR	38
1554	734PX	102785	ROCHESTER, NH	CESSNA	150B	FATAL	254
1555	5879B	081685	SANTA PAULA, CA	CESSNA	182A	NONE	64
1556	3169Q	081685	PIONEER, CA	CESSNA	182K	NONE	66
1557	79504	081585	SANTA PAULA, CA	CESSNA	172K	SERIOUS	62
1558	8133K	072885	POSTON, AZ	GULFSTREAM-5	GULFSTREAM	NONE	44
1559	876C	072385	ANZA, CA	STINSON	108-3	MINOR	60
1560	3800F	062285	ANGWIN, CA	GREAT LAKES	2T-1A-2	NONE	50
1561	2451F	062385	MURRIETA, CA	CESSNA	180	NONE	52

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				Make	Model		
1562	2766Y	062885	GRAND CANYON, AZ	BELL	206B3	MINOR	40
1563	18387	063085	THERMAL, CA	BEECH	95-B55	NONE	54
1564	323T	090185	HENDERSONVILLE, NC	PIPER	PA-18 105	NONE	232
1565	19JK	090785	STAR, NC	CESSNA	305A	NONE	236
1566	27476	081585	SPARKS, NV	PIPER	PA-31-350	NONE	280
1567	5913A	080385	UNKNOWN, UN	CESSNA	172	FATAL	346
1568	2JM	022285	MARANA, AZ	JIM MCKINSTR	ARESTIA GA	FATAL	36
1569	6156R	072985	WILSALL, MT	CESSNA	172RG	FATAL	228
1570	66H	043085	YUKON, OK	HOLDER	MIDGET MUS	FATAL	310
1571	6705T	022885	SHAFTER, CA	BEECH	76	FATAL	46
1573	902BH	050285	ATLANTA, GA	PIPER	PA-31	NONE	126
1574	190FK	100585	FALCON, CO	SKURICH	FOCKE-WULF	MINOR	76
1575	7503Q	101485	ATLANTA, GA	SCHWEIZER	HUGHES 269	NONE	142
1576	761R	042685	PRAIRIE DUSAC, WI	PIPER	PA-17	FATAL	364
1576	4707T	042685	PRAIRIE DUSAC, WI	CESSNA	R182	FATAL	362
1577	4253F	081785	WREN, OH	UNKNOWN	QUICKIE	SERIOUS	306
1578	73171	110385	MONCKS CORNER, SC	CESSNA	172 M	NONE	336
1579	9758K	101183	SALINA, KS	PIPER	PA-24	FATAL	178
1580	47734	102585	WEEPING WATER, NE	PIPER	PA-28-161	NONE	250
1581	7315V	072185	SHEBOYGAN, WI	BELLANCA	17-30	NONE	370
1582	5752G	030285	DEQUINCY, LA	CESSNA	A188B	MINOR	182
1583	1850S	012785	GRAND FORKS, ND	BEECH	76	SERIOUS	238
1584	4744C	080485	MELBOURNE, FL	CESSNA	210N	NONE	116
1585	717J	071685	MECHANICSTOWN, OH	JOHN H. MC C	RAND KR2	SERIOUS	302
1586	1243M	072885	DAVISVILLE, FL	CESSNA	182P	NONE	114

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1587	3647X	073085	COLQUITT, GA	ROCKWELL INT	S-2R	NONE	134
1588	31FG	080185	QUITMAN, GA	BELL	TH-13T	NONE	136
1589	1752X	080585	LONGWOOD, FL	CESSNA	210L	NONE	118
1590	300JS	081085	ST.PETERSBURG, FL	HUGHES	269C	NONE	120
1591	6522C	081285	JACKSONVILLE, FL	PIPER	PA-32RT-30	NONE	122
1592	9644H	092785	SAN JUAN ISLAND, WA	CESSNA	185	NONE	360
1593	5180D	051985	PLANKINTON, SD	CESSNA	182	NONE	338
1594	3714W	071885	SAN JUAN, PR	PIPER	PA-32-260	FATAL	330
1595	3642	071785	TROY, MI	ROBERT THIBO	JR ACE	NONE	196
1596	704JN	080585	EUREKA, AK	CESSNA	150M	MINOR	12
1597	1686U	070485	JAKOLOK BAY, AK	CESSNA	207	NONE	6
1598	61298	092385	EASTSOUND, WA	CESSNA	A185F	NONE	358
1599	96230	101085	MARIETTA, GA	CESSNA	305A(O-1A)	NONE	140
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 8 OF 1985 ACCIDENTS

1.

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1501 6/20/85 DILLINGHAM,AK A/C Reg. No. N176MS Time (Lcl) - 1045 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	2	0

----Aircraft Information----

Make/Model - GRUMMAN G-44
Landing Gear - AMPHIBIAN
Max Gross Wt - 5500
No. of Seats - 3

Eng Make/Model - LYCOMING GO-480-B1D
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETUR
Rated Power - 270 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - 500 FT SCATTERED
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ANCHORAGE,AK
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - GLASSY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND,SE SEA,ME SEA

Age - 49
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - G-44

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 13000
Make/Model- 400
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE AMPHIBIOUS ACFT CRASHED AS THE PLT WAS LANDING ON GLASSY WATER AT THE INLET OF NERKA LAKE. SUBSEQUENTLY, IT SANK & CAME TO REST INVERTED IN CLEAR WATER ON THE BOTTOM OF WOOD RIVER WITH THE GEAR RETRACTED & THE FLAPS EXTENDED. MODERATE RAIN WAS FALLING WHEN THE PLT WAS LANDING.

Brief of Accident (Continued)

File No. - 1501 6/20/85 DILLINGHAM,AK A/C Reg. No. N176MS Time (Lcl) - 1045 ADT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - RAIN
2. TERRAIN CONDITION - WATER,GLASSY
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1512   6/30/85   THEODORE RIVER,AK   A/C Reg. No. N20541   Time (Lcl) - 2045 ADT

----Basic Information----

Type Operating Certificate-COMMUTER
Name of Carrier -KENNETH D. TRIPLETT
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 200/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
ANCHORAGE,AK

ATC/Airspace
Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,SE SEA

Age - 45
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - M-5/235

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4235
Make/Model- 159
Instrument- 591
Multi-Eng - 1380
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 224

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER LOADING THE ACFT TO ITS MAX GROSS WT, THE PLT INITIATED A TAKEOFF FROM A ROAD ON LEVEL TERRAIN THAT HAD NUMEROUS DIPS & BUMPS. THE ROAD WAS ONLY 11 FT WIDE & WAS BORDERED BY HEAVY BRUSH. THE PLT REPORTED THAT PRIOR TO REACHING THE LIFT-OFF SPEED DURING TAKEOFF, THE ACFT WENT OVER A HUMP IN THE ROAD & BECAME AIRBORNE. IT DRIFTED SLIGHTLY TO THE RIGHT & THE RIGHT MAIN GEAR CONTACTED BRUSH, THEN THE PLANE YAWED & ROLLED TO THE RIGHT. SUBSEQUENTLY, THE ACFT SETTLED BACK TO THE ROAD & BRUSH, SLID INTO A DITCH, ENCOUNTERED SOFT TUNDRA & NOSED OVER.

Brief of Accident (Continued)

File No. - 1512   6/30/85   THEODORE RIVER,AK   A/C Reg. No. N20541   Time (Lcl) - 2045 ADT

Occurrence #1   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. LIFT-OFF - PREMATURE -
4. TERRAIN CONDITION - HIGH VEGETATION
5. CLEARANCE - NOT MAINTAINED -
6. TERRAIN CONDITION - DITCH
7. TERRAIN CONDITION - SOFT

Occurrence #2   NOSE OVER
Phase of Operation   TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1597        7/04/85    JAKOLOK BAY,AK             A/C Reg. No. N1686U              Time (Lcl) - 1015 ADT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
        Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                        Injuries
        Name of Carrier           -COOK INLET AVIATION, INC.    SUBSTANTIAL                   Fatal   Serious   Minor    None
        Type of Operation         -NON SCHED,DOMESTIC,PASSENGER Fire                  Crew      0        0        0       1
        Flight Conducted Under    -14 CFR 135                    NONE                 Pass      0        0        0       5
        Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
        Make/Model     - CESSNA 207                  Eng Make/Model - CONTINENTAL IO-520-F     ELT Installed/Activated - YES/YES
        Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                         Stall Warning System - YES
        Max Gross Wt   -    3800                     Engine Type    - RECIPROCATING-CARBURETOR
        No. of Seats   -       7                     Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                 Airport Proximity
        Wx Briefing       - FSS                      Last Departure Point                      OFF AIRPORT/STRIP
          Method          - IN PERSON                  HOMER,AK
          Completeness    - PARTIAL,LMTD BY FCSTR     Destination                            Airport Data
        Basic Weather     - VMC                          JAKOLOF BAY,AK                          JAKOLOF BAY
          Wind Dir/Speed- CALM                                                                   Runway Ident     - 01
          Visibility      -    15.0    SM          ATC/Airspace                                  Runway Lth/Wid   -  1200/    40
          Lowest Sky/Clouds  -       300 FT SCATTERED  Type of Flight Plan - COMPANY (VFR)        Runway Surface   - GRAVEL
          Lowest Ceiling        -  4000 FT BROKEN      Type of Clearance   - NONE                Runway Status    - WET
          Obstructions to Vision- NONE                 Type Apch/Lndg      - STRAIGHT-IN
          Precipitation         - NONE
          Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                         Age -     49                 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
        Certificate(s)/Rating(s)             Biennial Flight Review                       Flight Time (Hours)
           COMMERCIAL                             Current       - YES         Total      -  14600        Last 24 Hrs -        1
           SE LAND,ME LAND,SE SEA                 Months Since  - 11          Make/Model- UNK/NR         Last 30 Days- UNK/NR
           HELICOPTER                             Aircraft Type - UNK/NR      Instrument-      0         Last 90 Days- UNK/NR
                                                                              Multi-Eng -   3420         Rotorcraft  -      440

           Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT LANDED SHORT OF GRAVEL BEACH AND SUBSTANTIALLY DAMAGED AIRPLANE ON LARGE ROCKS.
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Brief of Accident (Continued)

File No. - 1597 7/04/85 JAKOLOK BAY,AK A/C Reg. No. N1686U Time (Lcl) - 1015 ADT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1422        7/16/85     HOONAH,AK                      A/C Reg. No. N3601D              Time (Lcl) - 1730 PDT
--------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                          Injuries
     Name of Carrier           -LIVINGSTON HELICOPTERS, I        SUBSTANTIAL                   Fatal   Serious    Minor     None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER    Fire                   Crew     0        0         0         1
     Flight Conducted Under    -14 CFR 135                       NONE                  Pass     0        0         0         2
     Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - AEROSPATIAL AS350D           Eng Make/Model - LYCOMING LTS-101-600A2    ELT Installed/Activated - YES/NO
     Landing Gear   - FLOAT                        Number Engines -  1                            Stall Warning System - UNK/NR
     Max Gross Wt   -    4300                      Engine Type    - TURBOSHAFT
     No. of Seats   -       6                      Rated Power    -     531 HP
--------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                              Airport Proximity
     Wx Briefing      - UNK/NR                     Last Departure Point                   OFF AIRPORT/STRIP
       Method         - UNK/NR                       HOONAH,AK
       Completeness   - UNK/NR                    Destination                          Airport Data
     Basic Weather    - VMC                          GUSTAVIS,AK
       Wind Dir/Speed- 360/005 KTS                                                        Runway Ident     - N/A
       Visibility     -    50.0   SM             ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE             Runway Surface   - WATER
       Lowest Ceiling        - NONE                Type of Clearance   - NONE             Runway Status    - WATER-CALM
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -     29            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL                               Current        - UNK/NR     Total       -   4162       Last 24 Hrs -       6
         SE LAND                                  Months Since   - UNK/NR     Make/Model-    1084       Last 30 Days- UNK/NR
         HELICOPTER                               Aircraft Type  - UNK/NR     Instrument-     486       Last 90 Days-     144
                                                                              Multi-Eng - UNK/NR        Rotorcraft  -    3920

         Instrument Rating(s)  - HELICOPTER
--------------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A CFR 135 FLT THE PLT HEARD A LOUD NOISE COMING FROM THE REAR OF THE ACFT WITH A CORRESPONDING LEFT YAW. THE
ENG WAS SHUT DOWN IN-FLT AND A SUCCESSFUL AUTOROTATION WAS MADE ONTO WATER. THE PLT DISCOVERED 50 LBS OF TOOLS AND
50 FT OF CABLE HAD EXITED THE CARGO DOOR WHEN IT CAME OPEN IN-FLT. FAA INSPECTORS FOUND THE CARGO DOOR AND IT'S LATCH
TO BE IN PROPER WORKING ORDER.

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Brief of Accident (Continued)

File No. - 1422   7/16/85   HOONAH,AK   A/C Reg. No. N3601D   Time (Lcl) - 1730 PDT

Occurrence #1   MISCELLANEOUS/OTHER
Phase of Operation   CRUISE

Finding(s)
1. DOOR,CARGO - OPEN
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   CRUISE

Occurrence #3   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE

Finding(s)
3. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #4   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #5   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - WATER,GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1403 7/24/85 PALMER,AK A/C Reg. No. N8688D Time (Lcl) - 1830 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 63
Make/Model- 63
Instrument- 2
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 15
Last 90 Days- 30
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

PLT STATED, "... ON THE GO-AROUND ATTEMPT I GOT BEHIND THE POWER CURVE & COULD NOT CLEAR THE TREES. IT STALLED & TURNED TO THE LEFT, HITTING THE TREES ABOUT 15 FT OFF THE GROUND WHICH CUSHIONED THE FALL & THEN SLID DOWN TO THE GROUND." THE PLT WAS ATTEMPTING TO LAND IN A FLD WHICH IS SURROUNDED BY 40 FT TALL TREES.

Brief of Accident (Continued)

File No. - 1403   7/24/85   PALMER,AK   A/C Reg. No. N8688D   Time (Lcl) - 1830 ADT

Occurrence #1   LOSS OF CONTROL   IN FLIGHT
Phase of Operation   APPROACH - GO-AROUND (VFR)

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - NOT IDENTIFIED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
5. OBJECT - TREE(S)

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1596        8/05/85    EUREKA,AK                    A/C Reg. No. N704JN              Time (Lcl) - 1230 ADT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                            Injuries
                                                                  SUBSTANTIAL                     Fatal    Serious    Minor      None
     Type of Operation         -INSTRUCTIONAL                    Fire                      Crew     0         0         1          0
     Flight Conducted Under    -14 CFR 91                         NONE                     Pass     0         0         0          0
     Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150M              Eng Make/Model - CONTINENTAL O-200A        ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    1600                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                   Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                      ON AIRPORT
       Method         - TELEPHONE                   ANCHORAGE,AK
       Completeness   - FULL                     Destination                             Airport Data
     Basic Weather    - VMC                         GULKANA,AK                              EUREKA
       Wind Dir/Speed- CALM                                                                 Runway Ident    - 03
       Visibility     -    40.0   SM             ATC/Airspace                               Runway Lth/Wid  -  2600/    60
       Lowest Sky/Clouds  -      6000 FT SCATTERED  Type of Flight Plan - VFR               Runway Surface  - GRAVEL
       Lowest Ceiling        - NONE               Type of Clearance   - NONE                Runway Status   - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                     TOUCH AND GO
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     34             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         STUDENT                                  Current        - N/A      Total      -     36         Last 24 Hrs -     2
                                                  Months Since   - N/A      Make/Model-     25         Last 30 Days- UNK/NR
                                                  Aircraft Type  - N/A      Instrument-      0         Last 90 Days-     10


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT APPROACH STRIP HIGH AND FAST, STRUCK A DIRT BERM AND TURNED OVER.

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                                     Brief of Accident (Continued)
     File No. - 1596      8/05/85    EUREKA,AK                   A/C Reg. No. N704JN             Time (Lcl) - 1230 ADT
--------------------------------------------------------------------------------------------------------------------

Occurrence #1        LOSS OF CONTROL - IN FLIGHT
Phase of Operation   LANDING - ROLL

Finding(s)
  1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #2        ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
  3. TERRAIN CONDITION - DIRT BANK
--------------------------------------------------------------------------------------------------------------------

Occurrence #3        NOSE OVER
Phase of Operation   LANDING - ROLL
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1504       9/04/85    ENGLISH BAY,AK              A/C Reg. No. N2500G             Time (Lcl) - 2145 ADT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                  DESTROYED                     Fatal    Serious    Minor    None
     Type of Operation         -PERSONAL                         Fire                   Crew      1         0          0        0
     Flight Conducted Under    -14 CFR 91                         NONE                  Pass      0         0          0        0
     Accident Occurred During  -UNKNOWN
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182B                 Eng Make/Model - CONTINENTAL O-470-L       ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                           Stall Warning System - UNK/NR
     Max Gross Wt   -    2650                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   - UNK/NR                      Rated Power    -     230 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                        HOMER,AK
       Completeness   - N/A                      Destination                             Airport Data
     Basic Weather    - VMC                        UNK/NR
       Wind Dir/Speed- 300/015 KTS                                                         Runway Ident     - N/A
       Visibility     -    30.0   SM           ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling        - NONE              Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DUSK
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -      41             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)         Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL,ATP,CFI                Current        - YES         Total        -  11744       Last 24 Hrs -       2
         SE LAND,ME LAND                   Months Since   -  4          Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                           Aircraft Type  - UNK/NR      Instrument-     583         Last 90 Days- UNK/NR
                                                                        Multi-Eng -    1779         Rotorcraft   - UNK/NR

         Instrument Rating(s)   - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
A WITNESS STATED THAT HE SAW THE ACFT CRASH IN THE COOK INLET WHILE IT WAS IN A STEEP DESCENT. NEITHER THE ACFT
NOR THE PLT WERE RECOVERED; HOWEVER, SOME SMALL OBJECTS FROM THE ACFT WERE RETRIEVED. THE PLT WAS PRESUMED TO HAVE
BEEN FATALLY INJURED.

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File No. - 1504 9/04/85 ENGLISH BAY,AK A/C Reg. No. N2500G Time (Lcl) - 2145 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED
2. LIGHT CONDITION - DUSK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1482       9/19/85    SHIRLEYVILLE,AK          A/C Reg. No. N6951A           Time (Lcl) - 1430 ADT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                     Injuries
                                                            SUBSTANTIAL                Fatal  Serious  Minor   None
    Type of Operation          -PERSONAL                   Fire                 Crew     0       0       0       1
    Flight Conducted Under     -14 CFR 91                   NONE                Pass     0       0       0       1
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172             Eng Make/Model - CONTINENTAL O-300-A      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2200                Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                Rated Power    -     145 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                Airport Proximity
    Wx Briefing      - FSS                    Last Departure Point                     OFF AIRPORT/STRIP
      Method         - TELEPHONE                CHILICHANTA RIV,AK
      Completeness   - FULL                  Destination                             Airport Data
    Basic Weather    - VMC                      SHIRLEYVILLE,AK
      Wind Dir/Speed- CALM                                                              Runway Ident    - N/A
      Visibility     -    12.0   SM          ATC/Airspace                               Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface  - GRAVEL
      Lowest Ceiling         - NONE             Type of Clearance   - NONE              Runway Status   - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - STRAIGHT-IN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     25               Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
       PRIVATE                               Current      - UNK/NR     Total      -     187     Last 24 Hrs - UNK/NR
       SE LAND                               Months Since  - 27        Make/Model-      19     Last 30 Days- UNK/NR
                                             Aircraft Type - C-150     Instrument- UNK/NR      Last 90 Days- UNK/NR
                                                                       Multi-Eng - UNK/NR      Rotorcraft  - UNK/NR

       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER FOLLOWING A LOSS ON CONTROL WHILE LANDING ON A GRAVEL ROAD. THE PLT REPORTED THAT AFTER A 100 FT
LANDING ROLL, THE RIGHT WING CAUGHT BRUSH ALONG THE SIDE OF THE ROAD. THE ACFT VEERED RIGHT AND THE RIGHT MAIN GEAR
CONTACTED A LOG RESULTING IN THE NOSE OVER.

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Brief of Accident (Continued)

File No. - 1482   9/19/85   SHIRLEYVILLE,AK   A/C Reg. No. N6951A   Time (Lcl) - 1430 ADT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
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Brief of Accident

File No. - 1518 10/12/85 ANCHORAGE,AK A/C Reg. No. N53AT Time (Lcl) - 1230 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BELLANCA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,SE SEA

Age - 46
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - 7GCBC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 300
Make/Model- 70
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 15
Last 90 Days- 38

Instrument Rating(s) - NONE

----Narrative----

DURING TAKEOFF FROM A GRAVEL BAR, THE ACFT FAILED TO CLEAR TREES. AFTER COLLIDING WITH THE TREES, IT DESCENDED OUT OF CONTROL & CRASHED.

Brief of Accident (Continued)

File No. - 1518 10/12/85 ANCHORAGE,AK A/C Reg. No. N53AT Time (Lcl) - 1230 ADT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                                National Transportation Safety Board
                                      Washington, D.C. 20594



                                         Brief of Accident
      File No. - 1503       10/16/85     TANANA,AK                A/C Reg. No. N35851             Time (Lcl) - 1245 ADT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                          Injuries
     Name of Carrier           -AURORA AIR SERVICE, INC          SUBSTANTIAL                     Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER    Fire                      Crew     0       0        0        1
     Flight Conducted Under    -14 CFR 135                       NONE                     Pass     0       0        0        1
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 206                  Eng Make/Model - CONTINENTAL IO-520       ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    3500                     Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -       6                     Rated Power    -      285 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING   Last Departure Point                       OFF AIRPORT/STRIP
       Method           - N/A                       ITUSLIA,AK
       Completeness     - N/A                    Destination                              Airport Data
     Basic Weather      - VMC                       FAIBANKS,AK
       Wind Dir/Speed- 180/020 KTS                                                           Runway Ident      - N/A
       Visibility     -     5.0   SM            ATC/Airspace                                 Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -    12000 FT THIN BKN  Type of Flight Plan - VFR                  Runway Surface    - N/A
       Lowest Ceiling          - NONE             Type of Clearance   - NONE                 Runway Status     - N/A
       Obstructions to Vision- HAZE               Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     43              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,CFI                       Current        - YES         Total      -   4500        Last 24 Hrs -      2
         SE LAND,SE SEA                       Months Since   -  1          Make/Model-    1000        Last 30 Days-     75
                                              Aircraft Type  - C-206       Instrument-     150        Last 90 Days-    125


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE EN ROUTE, THE ENG LOST POWER, SO THE PLT MADE AN EMERGENCY LANDING ON A GRAVEL BAR. DURING THE LANDING, THE
ACFT NOSED OVER & CAME TO REST IN WATER. AN EXAM REVEALED THAT THE FUEL SUMPS & LINES WERE FROZEN & THERE WAS ICE
IN THE FUEL PUMP.

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Brief of Accident (Continued)

File No. - 1503 10/16/85 TANANA,AK A/C Reg. No. N35851 Time (Lcl) - 1245 ADT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - ICE
3. FUEL SYSTEM,DRAIN - FROZEN
4. FUEL SYSTEM,LINE - FROZEN
5. FUEL SYSTEM,PUMP - ICE
6. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 7,8

National Transportation Safety Board
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Brief of Accident

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   File No. - 1505      10/16/85    TOK,AK                A/C Reg. No. N2491D            Time (Lcl) - 1130 ADT
-------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                  Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0        0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 170B                Eng Make/Model - CONTINENTAL C-145         ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2200                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                    Rated Power    -     145 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                               Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                   ON AIRSTRIP
      Method          - N/A                       TOK,AK
      Completeness    - N/A                     Destination                           Airport Data
    Basic Weather     - VMC                       LOCAL                                  GARDNER CREEK
      Wind Dir/Speed- 300/004 KTS                                                        Runway Ident     - UNK/NR
      Visibility     -    40.0    SM          ATC/Airspace                               Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -     7000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - UNK/NR
      Lowest Ceiling       - 12000 FT BROKEN      Type of Clearance   - NONE             Runway Status    - UNK/NR
      Obstructions to Vision- NONE                Type Apch/Lndg      - UNK/NR
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     33              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
       STUDENT                                Current        - N/A      Total       -     87        Last 24 Hrs -     4
                                              Months Since   - N/A      Make/Model-      87        Last 30 Days-    20
                                              Aircraft Type  - N/A      Instrument-       0        Last 90 Days-    71

       Instrument Rating(s)   - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ELECTED TO LAND ON AN AIRSTRIP NEXT TO THE ALASKAN HIGHWAY. HE STATED THAT THERE WAS BRUSH ALONG THE EDGE
OF THE STRIP WHICH WAS "GROWN IN" & WAS HIGHER THAN HE HAD REALIZED. DURING THE LANDING, THE ACFT BOUNCED, THEN THE
LEFT WING HIT A SMALL TREE WITH A DIAMETER OF 2 TO 2-1/2 INCHES. THE ACFT THEN TURNED & THE RIGHT MAIN GEAR WAS DAMAGED.
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Brief of Accident (Continued)

File No. - 1505   10/16/85   TOK,AK   A/C Reg. No. N2491D   Time (Lcl) - 1130 ADT

Occurrence	IN FLIGHT COLLISION WITH OBJECT
Phase of Operation	LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1502       11/12/85    RAINBOW LAKE,AK           A/C Reg. No. N9115U            Time (Lcl) - 1545 AST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSUNAL                      Fire                  Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE                Pass      0        0        0        1
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 150                Eng Make/Model - CONTINENTAL O-200-A        ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-FIXED            Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt    -    1600                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -       2                   Rated Power     -      100 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Poin:                      OFF AIRPORT/STRIP
       Method          - N/A                         ANCHORAGE,AK
       Completeness    - N/A                      Destination                             Airport Data
     Basic Weather     - VMC                         LOCAL
       Wind Dir/Speed- CALM                                                                 Runway Ident       N/A
       Visibility      -    50.0   SM             ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - VFR               Runway Surface   - N/A
       Lowest Ceiling          - NONE               Type of Clearance    - NONE              Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg       - UNK/NR
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -    30              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
         PRIVATE                                 Current        - YES        Total       -    110        Last 24 Hrs -      2
         SE LAND                                 Months Since  -  3          Make/Model-     80          Last 30 Days-      2
                                                 Aircraft Type - C-150       Instrument-      3          Last 90 Days-      4

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT AFTER THE ACFT TOUCHED DOWN ON A SNOW COVERED, FROZEN LAKE, HE WAS UNABLE TO HOLD THE NOSE
GEAR UP, DUE TO THE DEPTH OF THE SNOW. WHEN THE NOSE CAME DOWN, THE NOSE GEAR BUCKLED UNDER & THE ACFT NOSED OVER.
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BEST COPY AVAILABLE

Brief of Accident (Continued)

File No. - 1502 11/12/85 RAINBOW LAKE,AK A/C Reg. No. N9115U Time (Lcl) - 1545 AST

Occurrence	NOSE OVER
Phase of Operation	LANDING

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
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Brief of Accident

File No. - 1415 5/18/85 COLUMBIANA,AL A/C Reg. No. N28428 Time (Lcl) - 1455 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	1

----Aircraft Information----

Make/Model - LUSCOMBE 8-A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SHELBY COUNTY,AL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
FLYING X RANCH
Runway Ident - 33
Runway Lth/Wid - 2400/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Instrument Rating(s) - NONE

Age - 40
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 654
Make/Model- 143
Instrument- 6
Multi-Eng - UNK/NR
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 56
Rotorcraft - UNK/NR

----Narrative----

THE AIRSTRIP IS USED PRIMARILY AS A GLIDERPORT AND AT THE TIME OF THE ACCIDENT, TRAFFIC WAS BEING CONTROLLED BY A PERSON ON THE GROUND USING HANDSIGNALS. N28428 PROCEEDED ON TO THE RWY TO TAKEOFF AS THE ULTRALIGHT WAS ON FINAL APCH. BOTH PLTS OBSERVED THE PERSON CONTROLLING MTRAFFIC TO BE WAVING HIS ARMS, HOWEVER, BOTH PLTS ASSUMED HE WAS CLEARING EACH TO PROCEED. N28428 WAS ON IT'S TAKEOFF ROLL AS THE ULTRALIGHT DESCENDED ONTO IT'S WING. THE TAKEOFF ROLL WAS THEN ABORTED. INTENT OF THE CONTROLLER'S HANDSIGNALS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1415 5/18/85 COLUMBIANA,AL A/C Reg. No. N28428 Time (Lcl) - 1455 CDT

Occurrence	ON GROUND COLLISION WITH OBJECT
Phase of Operation	TAKEOFF - GROUND RUN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION,INADEQUATE PROCEDURE - OTHER INSTITUTION
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
5. IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

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Brief of Accident

File No. - 1415 5/18/85 COLUMBIANA,AL A/C Reg. No. NONE Time (Lcl) - 1455 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -LANDING

Aircraft Damage
MINOR
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	2

----Aircraft Information----

Make/Model - UP FLIGHT DESIGN GLIDER TRYKE
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - KAWASKI 11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 35 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
FLYING X RANCH
Runway Ident - 33
Runway Lth/Wid - 2400/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 37
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)
Total - 6
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE AIRSTRIP IS USED PRIMARILY AS A GLIDERPORT AND AT THE TIME OF THE ACCIDENT, TRAFFIC WAS BEING CONTROLLED BY A PERSON ON THE GROUND USING HANDSIGNALS. N28428 PROCEEDED ON TO THE RWY TO TAKEOFF AS THE ULTRALIGHT WAS ON FINAL APCH. BOTH PLTS OBSERVED THE PERSON CONTROLLING TRAFFIC TO BE WAVING HIS ARMS, HOWEVER, BOTH PLTS ASSUMED HE WAS CLEARING EACH TO PROCEED. N28428 WAS ON IT'S TAKEOFF ROLL AS THE ULTRALIGHT DESCENDED ONTO IT'S WING. THE TAKEOFF ROLL WAS THEN ABORTED. INTENT OF THE CONTROLLERS HANDSIGNALS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1415   5/18/85   COLUMBIANA,AL   A/C Reg. No. NONE   Time (Lcl) - 1455 CDT

Occurrence   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION,INADEQUATE PROCEDURE - OTHER INSTITUTION
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
5. IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1432   9/01/85   ALABASTER,AL   A/C Reg. No. N7559F   Time (Lcl) - 1400 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BELLANCA CHAMPION 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MONTEVALLO,AL
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
FLYING X RANCH
Runway Ident - 01
Runway Lth/Wid - 2500/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 58
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 872
Make/Model- 135
Instrument- 16
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

----Narrative----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING A LANDING. THE ACFT NOSED OVER COMING TO REST INVERTED. THE PLT RELATED THAT A GUST OF WIND CAUSED THE LOSS OF CONTROL.

Brief of Accident (Continued)

File No. - 1432 9/01/85 ALABASTER,AL A/C Reg. No. N7559F Time (Lcl) - 1400 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                        National Transportation Safety Board
                              Washington, D.C. 20594


                                 Brief of Accident

   File No. - 1454       9/05/85    OPP,AL                 A/C Reg. No. N598Y          Time (Lcl) - 1100 CDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT         Aircraft Damage                     Injuries
                                                               SUBSTANTIAL               Fatal   Serious    Minor    None
    Type of Operation         -AERIAL APPLICATION            Fire                  Crew    0        0         0        1
    Flight Conducted Under    -14 CFR 137                     NONE                 Pass    0        0         0        0
    Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GRUMMAN G-164
    Landing Gear   - TAILWHEEL-ALL FIXED        Eng Make/Model - P&W R-985-AN-1          ELT Installed/Activated - NO -N/A
    Max Gross Wt   -    3750                    Number Engines -  1                        Stall Warning System - YES
    No. of Seats   -       1                    Engine Type    - RECIPROCATING-CARBURETOR
                                                Rated Power    -    450 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                    OFF AIRPORT/STRIP
      Method         - N/A                        SAMSON,AL
      Completeness   - N/A                      Destination
    Basic Weather    - VMC                        SAMSON,AL                           Airport Data
      Wind Dir/Speed- CALM
      Visibility     -    5.0   SM                                                      Runway Ident      - N/A
      Lowest Sky/Clouds  -    1500 FT SCATTERED  ATC/Airspace                           Runway Lth/Wid    - N/A
      Lowest Ceiling     -    2500 FT OVERCAST    Type of Flight Plan - NONE            Runway Surface    - N/A
      Obstructions to Vision- HAZE                Type of Clearance   - NONE            Runway Status     - N/A
      Precipitation         - NONE                Type Apch/Lndg      - FORCED LANDING
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     40            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
       COMMERCIAL                               Current       - YES        Total        -   4000        Last 24 Hrs -       3
       SE LAND                                  Months Since  -  7         Make/Model-      2000        Last 30 Days-      50
                                                Aircraft Type - C-172      Instrument-        10        Last 90 Days-     150
                                                                           Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

       Instrument Rating(s)   - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT DURING A PULL-UP AND TURNAROUND AT THE END OF A SWATH RUN, THE ENG GAVE OFF SMOKE AND LOST PWR.
THE PLT DUMPED THE CHEMICAL LOAD AND PERFORMED A FORCED LANDING IN A FLD WHICH CONTAINED 6 TO 8 FT TALL VEGETATION.
THE ACFT TRAVELLED APRX 100 FT THEN NOSED OVER. INSPECTION OF THE ENG REVEALED THE IMPELLER BEARING FAILED, ALLOWING
THE IMPELLER TO CONTACT THE REAR CASING.
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Brief of Accident (Continued)

File No. - 1454 9/05/85 OPP,AL A/C Reg. No. N598Y Time (Lcl) - 1100 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. COMPRESSOR ASSEMBLY,IMPELLER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. WRONG RUNWAY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
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Brief of Accident

File No. - 1481 7/15/85 GRIFFITHVILLE,AR A/C Reg. No. N8561H Time (Lcl) - 1400 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - P&W R1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
BELL'S AG STRIP
Runway Ident - 09
Runway Lth/Wid - 2540 -UNK/NR
Runway Surface - UNK/NR
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1703
Make/Model- 900
Instrument- UNK/NR
Multi-Eng - 115
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 422
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTS THAT THE ACFT FISHTAILED DURING THE TAKEOFF ROLL AND RAN OFF THE SIDE OF THE RWY. THE ACFT WAS HEADING TOWARD A CANAL AND THE PLT ELECTED TO TRY TO FLY OVER THE CANAL. THE ACFT BECAME AIRBORNE AND FLEW ABOUT 1/4 MI. THE PLT SAW TREES AHEAD AND WHEN HE MADE A SHALLOW TURN TO AVOID THE TREES THE ACFT STALLED AND CRASHED.

Brief of Accident (Continued)

File No. - 1481 7/15/85 GRIFFITHVILLE,AR A/C Reg. No. N8561H Time (Lcl) - 1400 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LIFT-OFF - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                       Brief of Accident

     File No. - 156R      2/22/85    MARANA,AZ                 A/C Reg. No. N2JM              Time (Lcl) - 1540 MST
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               DESTROYED                Fatal   Serious   Minor    None
    Type of Operation           -PERSONAL                     Fire               Crew      1        0        0        0
    Flight Conducted Under      -14 CFR 91                     ON GROUND         Pass      0        0        0        0
    Accident Occurred During    -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - JIM MCKINSTRY ARESTIA GANADOR  Eng Make/Model  - LYCOMING IO-360-C1C     ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED            Number Engines  -  1                          Stall Warning System - UNK/NR
    Max Gross Wt  - UNK/NR                         Engine Type     - RECIP-FUEL INJECTED
    No. of Seats  -       1                        Rated Power     -     230 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
      Method         - N/A                           MARANA
      Completeness   - N/A                        Destination                               Airport Data
    Basic Weather    - VMC                           LOCAL                                    AVRA VALLEY
      Wind Dir/Speed- CALM/VARIABLE                                                           Runway Ident     - 03
      Visibility     -    50.0   SM               ATC/Airspace                                Runway Lth/Wid   -  4200/   75
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         - 20000 FT BROKEN      Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command
     Certificate(s)/Rating(s)                Age -     56             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        COMMERCIAL                           Biennial Flight Review                  Flight Time (Hours)
        SE LAND,ME LAND,SE SEA,ME SEA           Current         - UNK/NR     Total      -   5268        Last 24 Hrs - UNK/NR
        GLIDER                                  Months Since    - UNK/NR     Make/Model-      10        Last 30 Days-       0
                                                Aircraft Type   - UNK/NR     Instrument-     597        Last 90 Days-       0
                                                                             Multi-Eng -    3685        Rotorcraft   - UNK/NR
        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT WAS OBSERVED TO LAND FAST FROM A LOW APPROACH WITH ITS CANOPY OPEN. THE AIRCRAFT THEN VEERED RIGHT,
AND WENT OVER ON ITS BACK AT THE EDGE OF THE RUNWAY WHERE IT BURNED. ONE COUNTERWEIGHT HAD SEPARATED FROM THE
PROPELLER HUB ASSEMBLY AND WAS NOT FOUND AT THE ACCIDENT SITE.

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Brief of Accident (Continued)

File No. - 1568   2/22/85   MARANA,AZ   A/C Reg. No. N2JN   Time (Lcl) - 1540 MST

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   UNKNOWN

Finding(s)
1. PROPELLER SYSTEM/ACCESSORIES,COUNTERWEIGHT - FAILURE,TOTAL

Occurrence #2   NOSE OVER
Phase of Operation   LANDING - ROLL

Finding(s)
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1555      4/23/85    SHOW LOW,AZ             A/C Reg. No. N8275P          Time (Lcl) - 1710 MST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                DESTROYED                 Fatal  Serious  Minor   None
     Type of Operation          -BUSINESS                      Fire               Crew     0       0       1       0
     Flight Conducted Under     -14 CFR 91                      NONE              Pass     0       0       1       0
     Accident Occurred During   -TAKEOFF                                          Other    0       0       1       0
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA32-301T          Eng Make/Model - LYCOMING TIO540S1AD     ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -   3600                   Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -      7                   Rated Power    -     300 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                   ON AIRPORT
       Method         - N/A                        SHOWLOW,AZ
       Completeness   - N/A                      Destination                          Airport Data
     Basic Weather    - VMC                        GLOBE,AZ                             SHOW LOW MUNICIPAL
       Wind Dir/Speed- 340/010 KTS                                                      Runway Ident     - 03
       Visibility    -    50.0   SM             ATC/Airspace                            Runway Lth/Wid   -  3920/   60
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE            Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE               Type of Clearance   - NONE            Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     44           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review                Flight Time (Hours)
         PRIVATE                            Current        - UNK/NR     Total       -    433        Last 24 Hrs -      1
         SE LAND                            Months Since   -  0         Make/Model-       38        Last 30 Days-     26
                                            Aircraft Type  - UNK/NR     Instrument-        2        Last 90 Days-     51


         Instrument Rating(s)   - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER GIVING THE PILOT AIRPORT ADVISORIES,VIA UNICOM, THE REFUELER DROVE THE REFUELING TRUCK ACROSS THE RUNWAY
IN FRONT OF THE AIRCRAFT DURING ITS TAKEOFF ROLL. THE PILOT UNABLE TO STOP BEFORE IMPACT, ATTEMPTED TO TAKEOFF BEFORE
REACHING THE TANKER. THE AIRCRAFT'S LANDING GEAR IMPACTED THE REFUELING TANK AS THE AIRCRAFT CLIMB. AFTER THE
COLLISION THE AIRCRAFT NOSED OVER ON THE RUNWAY

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Brief of Accident (Continued)

File No. - 1553 4/23/85 SHOW LOW,AZ A/C Reg. No. N8275P Time (Lcl) - 1710 MST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - AIRPORT PERSONNEL
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INATTENTIVE - AIRPORT PERSONNEL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1562      6/28/85    GRAND CANYON,AZ          A/C Reg. No. N2766Y           Time (Lcl) - 0918 MST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                       Injuries
                                                            SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation        -OTHER WORK USE               Fire                 Crew     0        0        0        1
    Flight Conducted Under   -14 CFR 91                     NONE                Pass     0        0        1        0
    Accident Occurred During -
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELL 206B3                  Eng Make/Model - ALLISON 250-C20B        ELT Installed/Activated - YES/YES
    Landing Gear   - SKID                        Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -    3000                     Engine Type    - TURBOSHAFT
    No. of Seats   -       4                     Rated Power    -     317 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                    ON AIRPORT
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                    Destination                            Airport Data
    Basic Weather    - VMC                       LOCAL                                 GRAND CANYON
      Wind Dir/Speed- 120/006 KTS                                                      Runway Ident      - 21
      Visibility     -    50.0  SM           ATC/Airspace                              Runway Lth/Wid    -  8999/  150
      Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE             Runway Surface    - ASPHALT
      Lowest Ceiling       - NONE               Type of Clearance   - VFR              Runway Status     - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - STRAIGHT-IN
      Precipitation        - NONE                                     FULL STOP
      Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     37          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review            Flight Time (Hours)
       COMMERCIAL,CFI                      Current       - YES      Total       -    2750       Last 24 Hrs  -       2
                                           Months Since  -  1       Make/Model-    1500       Last 30 Days-      20
       HELICOPTER                          Aircraft Type - 206      Instrument-     210       Last 90 Days-      80
                                                                                               Rotorcraft   -   2750

       Instrument Rating(s)  - HELICOPTER
--------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A MOVIE FILMING FLIGHT, THE HELICOPTER WAS ACTING AS THE CAMERA PLATFORM AND FILMING A FIXED WING
AIRCRAFT DURING A STRAIGHT IN APPRAOCH TO THE AIRPORT, THE PLT OF THE HELICOPTER REQUESTED A RIGHT 180 DEGREE
TURN AT MID FIELD TO LAND AT THE NORTH HELIPAD RAMP AREA. WITNESSES SAW THE HELICOPTER START AN 'ABRUPT CLIMBING
RIGHT TURN," THEN YAW AS IT DESCENDED INTO THE GROUND. THE HELICOPTER ROLLED OVER ON TOUCHDOWN WITH THE SLOPING
GROUND AT THE NORTH AIRPORT BOUNDARY. THE PILOT STATED THEREWERE NO MALFUNCTIONS OR FAILURES OF THE HELICOPTER
AND THAT HE ENCOUNTERED A "LOSS OF TAIL ROTOR EFFECTIVENESS"DURING THE TURN TO THE LANDING AREA.
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                                      Brief of Accident (Continued)

      File No. - 1562       6/28/85    GRAND CANYON,AZ           A/C Reg. No. N2766Y            Time (Lcl) - 0918 MST
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Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
  1. AIRCRAFT PERFORMANCE - EXCEEDED
  2.    IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. PERFORMANCE DATA - NOT OBTAINED - PILOT IN COMMAND
  4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  5. JUDGEMENT - POOR - PILOT IN COMMAND
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Occurrence #2          ROLL OVER
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  6. TERRAIN CONDITION - DOWNHILL
-------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,3,5
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                          National Transportation Safety Board
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                                   Brief of Accident

   File No. - 1552       7/12/85    PAGE,AZ                 A/C Reg. No. N38942            Time (Lcl) - 1636 MST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                       Injuries
                                                             DESTROYED                  Fatal   Serious   Minor     None
   Type of Operation          -BUSINESS                      Fire               Crew      1        0        0         0
   Flight Conducted Under     -14 CFR 91                      NONE              Pass      1        0        0         0
   Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - BELL 206-B                Eng Make/Model - ALLISON 250-C20R        ELT Installed/Activated - YES/NO
   Landing Gear   - HIGH SKID                 Number Engines -  1                         Stall Warning System - NO
   Max Gross Wt   -   3200                    Engine Type    - TURBOSHAFT
   No. of Seats   -      5                    Rated Power    -    317 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
     Method         - N/A                          PAGE,AZ
     Completeness   - N/A                        Destination                             Airport Data
   Basic Weather    - VMC                          LOCAL
     Wind Dir/Speed- 220/002 KTS                                                           Runway Ident     - N/A
     Visibility     -    40.0   SM               ATC/Airspace                              Runway Lth/Wid   - N/A
     Lowest Sky/Clouds  -     12000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - N/A
     Lowest Ceiling          - NONE               Type of Clearance   - NONE               Runway Status    - N/A
     Obstructions to Vision- NONE                 Type Apch/Lndg        NONE
     Precipitation           - NONE
     Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      50              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                           Current         - YES     Total      -       0         Last 24 Hrs -       2
        SE LAND                              Months Since   -  3       Make/Model- UNK/NR           Last 30 Days-      52
        HELICOPTER                           Aircraft Type  - 206-B    Instrument- UNK/NR           Last 90 Days-     194
                                                                       Multi-Eng - UNK/NR           Rotorcraft   -   2337

        Instrument Rating(s)   - NONE
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----Narrative----
ON JULY 12, 1984, A BELL 206B HELICOPTER COLLIDED WITH A STEEL BRIDGE 10 MILES SO OF PAGE, AZ. THE HELICOPTER
WAS BEING FILMED IN FLT DURING THE MAKING OF A MOVIE. VMC EXISTED AT THE TIME. THE HELICOPTER WAS DESTROYED AND
THE PLT AND PAX, AN ITALIAN ACTOR, WERE FATALLY INJURED. ACCORDING TO THE WITNESSES AND THE FILM, THE ACFT WAS
RETURNING TO MAKE ANOTHER PASS UNDERNEATH THE BRIDGE AND WAS PROCEEDING TOWARD THE BRIDGE IN A STRAIGHT AND LEVEL
FLT ATTITUDE. WHEN THE ACFT PASSED THROUGH THE ARCH OF THE BRIDGE THE MAIN ROTOR BLADE STRUCK THE BRIDGE. THE
ACFT SEPARATED IN FLT AND CRASHED INTO THE CANYON BELOW. THE PILOT'S BODY WAS NOT RECOVERED. A BOTTLE OF IONAMIN
WAS FOUND IN HIS HOTEL ROOM. USE OF THIS DRUG SHOULD BE CONTRAINDICATED FOR 24 HOURS AFTER ITS USE BECAUSE IT
MAY CAUSE ERRORS IN JUDGEMENT.

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Brief of Accident (Continued)

File No. - 1552 7/12/85 PAGE,AZ A/C Reg. No. N38942 Time (Lcl) - 1636 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)
1. LIGHT CONDITION - DAYLIGHT
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION,INATTENTIVE - PILOT IN COMMAND
4. VISUAL LOOKOUT - DISREGARDED - PILOT IN COMMAND
5. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. IMPROPER DECISION,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
8. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,8

Factor(s) relating to this accident is/are finding(s) 3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1558        7/28/85    POSTON,AZ                   A/C Reg. No. N8133K            Time (Lcl) - 2230 MST
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----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation         -AERIAL APPLICATION             Fire                  Crew     0        0        0        1
     Flight Conducted Under    -14 CFR 137                      NONE                 Pass     0        0        0        0
     Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - GULFSTREAM-SCHWEIZER A/C GULFSTEng Make/Model - P&W R-1340-AN1        ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -    4500                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      1                       Rated Power    -     600 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                          POSTON,AZ
       Completeness   - N/A                       Destination                            Airport Data
     Basic Weather    - VMC                          LOCAL
       Wind Dir/Speed- 335/015 KTS                                                         Runway Ident     - N/A
       Visibility    -   20.0   SM                ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE             Runway Surface   - N/A
       Lowest Ceiling         - NONE                Type of Clearance   - NONE             Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      29              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                              Current         - YES        Total      -   3200         Last 24 Hrs -      7
         SE LAND                                 Months Since    - 12         Make/Model-   1000         Last 30 Days-    140
                                                 Aircraft Type   - A-36       Instrument-     14         Last 90 Days-    250

         Instrument Rating(s)  - NONE
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----Narrative----

THE PLT REPORTED WEATHER CONDITIONS DURING THE NIGHT AERIAL APPLICATION FLT WERE "CLEAR AND WINDS OF 15 KTS WITH GUSTS TO 20 KTS. AFTER THREE UNSUCCESSFUL ATTEMPTS TO LINE UP FOR THE SPRAY RUN, THE PLT SAID HE ALLOWED THE ACFT TO "GET TOO LOW AND SLOW" WHILE TURNING FOR ANOTHER RUN AND WAS LATE RECOGNIZING THE PROBLEM AND ADDING POWER. AS THE ACFT SETTLED TOWARD THE GROUND, THE PLT TRIED TO JETTISON THE HOPPER LOAD WITH LESS THAN FULL DUMP GATE CONTROL HANDLE MOVEMENT, BUT THE GATE DID NOT FUNCTION. AFTER TOUCHDOWN IN THE PLOWED FIELD, THE ACFT NOSED OVER. FUNCTIONAL TESTING OF THE DUMP GATE AFTER THE ACCIDENT REVEALED THAT IT WORKED WITH FULL CONTROL HANDLE MOVEMENT.

File No. - 1558 7/28/85 POSTON,AZ A/C Reg. No. N8133K Time (Lcl) - 2230 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. LOAD JETTISON - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

     File No. - 1571      2/28/85    SHAFTER,CA               A/C Reg. No. N6705T            Time (Lcl) - 1435 PST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                                DESTROYED                Fatal   Serious   Minor    None
     Type of Operation          -INSTRUCTIONAL                  Fire              Crew     2        0        0        0
     Flight Conducted Under     -14 CFR 91                      NONE              Pass     0        1        0        0
     Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - BEECH 76                 Eng Make/Model - LYCOMING O-360-A1G6D      ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-RETRACTABLE     Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt  -    3900                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       4                  Rated Power    -      180 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
       Method        - N/A                          BAKERSFIELD,CA
       Completeness  - N/A                       Destination                              Airport Data
     Basic Weather   - VMC                          LOCAL                                   MINTER
       Wind Dir/Speed- 240/007 KTS                                                          Runway Ident      - 30
       Visibility    -      7.0   SM            ATC/Airspace                                Runway Lth/Wid    -  4250/  150
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                Runway Surface    - ASPHALT
       Lowest Ceiling       - NONE                Type of Clearance   - NONE                Runway Status     - UNK/NR
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     61          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
         COMMERCIAL,CFI                         Current         - UNK/NR    Total        -   7610        Last 24 Hrs -       3
         SE LAND,ME LAND                        Months Since   -  0         Make/Model-      154         Last 30 Days-      74
                                                Aircraft Type - UNK/NR      Instrument-     1101         Last 90 Days-     142
                                                                            Multi-Eng -     3369

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACCIDENT OCCURRED DURING A MULTI-ENIGNE TRAINING FLIGHT.  A WITNESS STATED HE OBSERVED THE ACFT INITIATED A
SINGLE ENGINE GO AROUND AT ABOUT 50 FEET ABOVE GROUND LEVEL AND THAT IT YAWED TO THE LEFT AS FULL POWER WAS
APPLIED TO THE RIGHT ENGINE. HE FURTHER STATED THAT THE AIRCRAFT CONTINUED WITH WINGS LEVEL AND NO PITCH UP OR
DOWN MOVEMENT UNTIL IT STRUCK THE TOP OF A SINGLE STORY CEMENT BUILDING APPROXIMATELY 300 YARDS WEST OF THE RUNWAY.

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     File No. - 1571       2/28/85    SHAFTER,CA                   A/C Reg. No. N6705T           Time (Lcl) - 1435 PST
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Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     APPROACH - GO-AROUND (VFR)

Finding(s)
  1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
  2. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT
--------------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     APPROACH - GO-AROUND (VFR)

Finding(s)
  3. OBJECT - BUILDING(NONRESIDENTIAL)
  4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1548       5/05/85    SPRINGVILLE,CA               A/C Reg. No. N5166W            Time (Lcl) - 1350 PDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                  SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                         Fire                  Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                         NONE                 Pass      0        0        0        2
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-160             Eng Make/Model - LYCOMING O-320-B2B      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2200                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                     Rated Power    -     160 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                       OFF AIRPORT/STRIP
       Method         - TELEPHONE                   PORTERVILLE,CA
       Completeness   - WEATHER NOT PERTINENT     Destination                             Airport Data
     Basic Weather    - VMC                         SPRINGVILLE,CA                           SEQUOIA RANCH
       Wind Dir/Speed- CALM                                                                  Runway Ident      - 36
       Visibility    -     30.0   SM            ATC/Airspace                                 Runway Lth/Wid    -    900/     8
       Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - VFR                  Runway Surface    - GRAVEL
       Lowest Ceiling        - NONE               Type of Clearance   - NONE                 Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                     FULL STOP
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     20              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                               Current       - YES        Total     -    225        Last 24 Hrs -      2
        SE LAND                               Months Since  - 23         Make/Model-     75        Last 30 Days-     25
                                              Aircraft Type - C-150      Instrument-     16        Last 90 Days-     75

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER OVERFLYING THE UNCHARTED, PRIVATE AIRSTRIP & EVALUATING ITS SIZE, THE PIC ATTEMPTED TO LAND ON THE NARROW RWY
ONLY ABOUT 900 FT OF THE RWY WAS USABLE. AFTER TOUCHING DOWN, THE PLT REALIZED THE ACFT COULD NOT BE STOPPED ON THE
REMAINING AVAILABLE STRIP, SO HE ATTEMPTED TO GO AROUND. THE ACFT BECAME AIRBORNE, BUT IT WOULD NOT OUTCLIMB RISING
TERRAIN BEYOND A SMALL VALLEY AT THE END OF THE STRIP. SUBSEQUENTLY, THE ACFT COLLIDED WITH A TREE & CRASHED IN A
MEADOW ABOUT 600 YARDS FROM THE LANDING AREA.

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File No. - 1548 5/05/85 SPRINGVILLE,CA A/C Reg. No. N5166W Time (Lcl) - 1350 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. IMPPOPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. ABORTED LANDING
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - RISING
6. OBJECT - TREE(S)
7. CLEARANCE - NOT ATTAINED -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
8. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident
   File No. - 1560      6/22/85    ANGWIN,CA              A/C Reg. No. N3800F          Time (Lcl) - 1315 PDT
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                    Fire                  Crew    0        0        0        1
     Flight Conducted Under     -14 CFR 91                    NONE                 Pass    0        0        0        1
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - GREAT LAKES 2T-1A-2          Eng Make/Model - LYCOMING AEIO-360        ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -     1800                     Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       2                      Rated Power    -      180 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                             Airport Proximity
     Wx Briefing       - FSS                     Last Departure Point                  ON AIRPORT
       Method          - TELEPHONE                 HAYWARD,CA
       Completeness    - UNK/NR                  Destination                         Airport Data
     Basic Weather     - VMC                       UKIAH,CA                            PARRETT FIELD
       Wind Dir/Speed- 170/005 KTS                                                     Runway Ident     - 34
       Visibility      -    15.0   SM          ATC/Airspace                            Runway Lth/Wid   -  3217/   50
       Lowest Sky/Clouds -     CLEAR             Type of Flight Plan - VFR             Runway Surface   - ASPHALT
       Lowest Ceiling        -  1500 FT OVERCAST  Type of Clearance   - NONE            Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                    FULL STOP
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -     26            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review               Flight Time (Hours)
         PRIVATE                          Current       - YES     Total      -    769        Last 24 Hrs -       2
         SE LAND                          Months Since  - 14      Make/Model-     122        Last 30 Days- UNK/NR
                                          Aircraft Type - UNK/NR  Instrument-       0        Last 90 Days-      25


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A VFR CROSS COUNTRY FLT, WX CONDITIONS ALONG THE ROUTE INDUCED THE PLT TO DIVERT TO THE ANGWIN ARPT. AFTER AN
OVERFLT TO OBTAIN WIND INFORMATION FROM THE WIND SOCK, THE PLT SAID HE ENTERED THE PATTERN AND COMPLETED A NORMAL
APPROACH AND TOUCHDOWN. SHORTLY AFTER TOUCHDOWN, THE PLT STATED THAT HE "GOT CAUGHT BY A GUST (OF) CROSSWIND AND STRUCK
(A) WINGTIP ON (A) RUNWAY LIGHT WHILE COMPENSATING FOR (THE) CROSS WIND." THE PLT ESTIMATED THE WINDS AS FROM 270
DEGREES AT 10 KTS WITH GUSTS TO 20 KTS. THE CLOSEST OFFICIAL WX REPORTING STATION (18 NM WEST) REPORTED WINDS FROM 170
DEGREES AT 5 KTS.
```

Brief of Accident (Continued)

File No. - 1560 6/22/85 ANGWIN,CA A/C Reg. No. N3800F Time (Lcl) - 1315 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - RUNWAY LIGHT
3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1561       6/23/85    MURRIETA,CA                    A/C Reg. No. N2451F              Time (Lcl) - 1701 PDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                     Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                     Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE                    Pass      0        0        0        2
    Accident Occurred During   -
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 180               Eng Make/Model - CONTINENTAL O-470R       ELT Installed/Activated - YES/YES
    Landing Gear    - TAILWHEEL-ALL FIXED      Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    2800                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                  Rated Power     -     230 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                        ON AIRPORT
      Method          - N/A                       APPLE VALLEY,CA
      Completeness    - N/A                    Destination                              Airport Data
    Basic Weather     - VMC                       MURRIETA,CA                              THOMPSON
      Wind Dir/Speed- 310/012 KTS                                                          Runway Ident     - 18
      Visibility      -    10.0   SM           ATC/Airspace                                Runway Lth/Wid   -  2682/   40
      Lowest Sky/Clouds  -     12000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - DIRT
      Lowest Ceiling          - 18000 FT BROKEN    Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      51             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                Current        - YES       Total        -   3500         Last 24 Hrs -       2
        SE LAND,ME LAND                        Months Since   -  1        Make/Model-       300         Last 30 Days-      15
        GLIDER                                 Aircraft Type - PA-30      Instrument-       300         Last 90 Days-      25
                                                                          Multi-Eng  -     1500

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
AT THE CONCLUSION OF A PERSONAL CROSS COUNTRY FLIGHT, THE   PILOT STATED HE MADE A HARD LANDING AFTER WHICH, THE
AIRCRAFT GOT AWAY FROM HIM AND GROUND LOOPED.

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File No. - 1561 6/23/85 MURRIETA,CA A/C Reg. No. N2451F Time (Lcl) - 1701 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 1563 6/30/85 THERMAL,CA A/C Reg. No. N18387 Time (Lcl) - 1955 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-L
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 320/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FULLERTON,CA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
THERMAL
Runway Ident - 30
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - 95-B55

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3991
Make/Model- 680
Instrument- 413
Multi-Eng - 1434
Last 24 Hrs - 1
Last 30 Days- 19
Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

----Narrative----

AT THE CONCLUSION OF A CROSS COUNTRY BUSINESS FLT, THE PLT STATED THAT AFTER "EASING THE NOSEWHEEL DOWN ONTO THE RUNWAY" HE REACHED FOR THE FLAP LEVER BUT PUT HIS HAND "ON THE GEAR LEVER INSTEAD." AS HE "PULLED THE LEVER OUT OF THE DETENT TRIPPING IT," THE PLT SAID HE "REALIZED WHAT (HE) WAS DOING AND LET IT GO" BEFORE MOVING THE LEVER TO THE UP POSITION. ACCORDING TO THE PLT, THE RIGHT MAIN GEAR RETRACTED DURING THE LANDING ROLL EVEN THOUGH "THE FUEL WEIGHT WAS NOT ON THE MAINS." NO PART FAILURES OR GEAR SYSTEM MALFUNCTIONS WERE NOTED DURING THE REPAIR OR FUNCTIONAL TESTING OF THE GEAR SYSTEM.

Brief of Accident (Continued)

File No. - 1563 6/30/85 THERMAL,CA A/C Reg. No. N18387 Time (Lcl) - 1955 PDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. GEAR RETRACTION - INADVERTENT USE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 1549       7/02/85    CORONA,CA                A/C Reg. No. N5658F           Time (Lcl) - 154[illegible] PDT
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               DESTROYED              Fatal    Serious    Minor     None
    Type of Operation           -BANNER TOW                   Fire             Crew     2         0         0         0
    Flight Conducted Under      -14 CFR 91                     ON GROUND        Pass     0         0         0         0
    Accident Occurred During    -CRUISE                                        Other    0         0         1         2
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - MAULE M-6-180             Eng Make/Model - LYCOMING O-360-C1F          ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                             Stall Warning System - YES
    Max Gross Wt   -    2400                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                    Rated Power    -     180 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                   Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                       OFF AIRPORT/STRIP
      Method          - N/A                           CHINO,CA
      Completeness    - N/A                        Destination                              Airport Data
    Basic Weather     - VMC                           CHINO,CA
      Wind Dir/Speed- 230/010 KTS                                                             Runway Ident     - N/A
      Visibility    -     7.0   SM                 ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR                 Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling          - NONE                 Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- HAZE                   Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                            Age -     38          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)                  Biennial Flight Review                 Flight Time (Hours)
      COMMERCIAL                                 Current         - YES      Total       -    496       Last 24 Hrs -      4
      SE LAND,ME LAND                            Months Since    -  2       Make/Model-      79       Last 30 Days- UNK/NR
                                                 Aircraft Type - M-6-180    Instrument-      38       Last 90 Days-     79
                                                                            Multi-Eng -       8

      Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
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DURING A BANNER TOWING MISSION, THE ACFT WAS OBSERVED FLYING AT LOW ALT NEAR CALIFORNIA STATE FREEWAY 91. ACCORDING TO WITNESSES, THE BANNER COLLIDED WITH POWER LINES AFTER THE ACFT HAD CROSSED OVER THE LINES AT A RELATIVELY SLOW SPEED. THE BANNER & TOW CABLE/ROPE RELEASED FROM THE ACFT & THE BANNER CAME TO REST ON THE POWER LINES. WITNESSES REPORTED THAT WHEN THE BANNER HIT THE POWER LINES, THE ACFT'S FORWARD MOVEMENT APPEARED TO STOP, THEN THE ACFT DROPPED OFF TO ITS LEFT & DESCENDED INTO THE PATH OF AN ONCOMING TRACTOR-TRAILER TRUCK. THE ACFT HAD NEARLY RECOVERED FROM THE DESCENT WHEN IT IMPACTED THE FREEWAY. THE DRIVER OF THE TRACTOR-TRAILER & HIS WIFE EXITED THE LEFT SIDE OF THE VEHICLE WITHOUT INJURY; HOWEVER, THEIR SON, WHO EXITED THE RIGHT SIDE DURING THE EVACUATION, RECEIVED MINOR INJURIES. THE ACFT & TRACTOR WERE DESTROYED BY IMPACT & FIRE. THERE WAS NO EVIDENCE OF A MECHANICAL MALFUNCTION WITH THE ACFT OR TOWING EQUIPMENT PRIOR TO THE COLLISION WITH THE POWER LINES.

Brief of Accident (Continued)

File No. - 1549 7/02/85 CORONA,CA A/C Reg. No. N5658F Time (Lcl) - 1545 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. OBJECT - WIRE,TRANSMISSION
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)
7. AIRSPEED(VMC) - NOT POSSIBLE -
8. STALL - UNCONTROLLED -
9. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)
10. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1546 7/10/85 ANTIOCH,CA A/C Reg. No. N201HU Time (Lcl) - 2220 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
MINOR
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - MOONEY M20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4
Eng Make/Model - LYCOMING IO-360-A3B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/013 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
AUBURN,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
ANTIOCH
Runway Ident - N/A
Runway Lth/Wid - 2480/ 33
Runway Surface - ASPHALT
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 63
Medical Certificate - EXPIRED

Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Flight Time (Hours)
Total - 2000
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT CRASHED INTO A RESERVOIR SHORTLY AFTER DEPARTING THE ANTIOCH ARPT. THERE WERE NO EYE WITNESSES TO THE CRASH. HOWEVER, AN EAR WITNESS STATED THAT HE HEARD THE ACFT SKIPPING ALONG THE WATER LIKE THE SOUND OF A HYDRO-PLANE. HE DID NOT HEAR THE ENG, BUT HE WAS LISTENING TO HIS TV WHEN HE HEARD THE SKIPPING SOUNDS. THE ACFT RECEIVED ONLY MINOR IMPACT DAMAGE. AN EXAM OF THE ACFT REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION. A PATHOLOGICAL EXAM OF THE PLT DISCLOSED ONLY MINOR PHYSICAL INJURIES FROM THE IMPACT, BUT THE EXAM SHOWED THAT THE PLT HAD DROWNED. THE PLT'S MED CERT WAS DATED 1/3/83.

Brief of Accident (Continued)

File No. - 1546 7/10/85 ANTIOCH,CA A/C Reg. No. N201HU Time (Lcl) - 2220 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. VISUAL LOOKOUT - POOR -
3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1559   7/23/85   ANZA,CA   A/C Reg. No. N876C   Time (Lcl) - 1400 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - STINSON 108-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CORONA,CA
Destination
BORREGO VALLEY,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
HIGH VEGETATION

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 108-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	246	Last 24 Hrs -	2
Make/Model-	172	Last 30 Days-	9
Instrument-	2	Last 90 Days-	30

Instrument Rating(s) - NONE

----Narrative----

DURING A CROSS COUNTRY PERSONAL FLIGHT, THE AIRCRAFT EXPERIENCED FUEL EXHAUSTION FOR UNDERTERMINED REASONS AND NOSED OVER DURING THE SUBSEQUENT FORCED LANDING IN A SOFT SAND AND SCRUB BRUSH COVERED AREA. PRIOR TO DEPARTURE OF THE FLIGHT (A MEASURED STRAIGHT LINE DISTANCE OF 75 NM) THE PILOT SAID HE CONFIRMED A FUEL QUANTITY OF 37 GALLONS. ACCORDING TO THE PLT, THE FLT WAS AIRBORNE FOR ABOUT 50 MINUTES WHEN THE "ENGINE QUIT." DOCUMENTS PRODUCED BY THE PILOT ESTABLISHED THAT 19 GALLONS OF FUEL WERE PURCHASED AT THE DEPARTURE AIRPORT ON THE DAY OF THE ACCIDENT. EXAMINATION OF THE AIRCRAFT AT THE ACCIDENT SITE BY FAA INSPECTORS REVEALED NO FUEL IN THE TANKS AND ONLY ABOUT A TEASPOON FULL IN THE SYSTEM COMPONENTS FORWARD OF THE FIREWALL. THE FAA INSPECTORS REPORTED NO EVIDENCE OF FUEL LEAKAGE OR STAINS ON THE UNDERLYING AND ADJACENT SOIL OR VEGITATION. NO MECHANICAL MALFUNCTIONS WERE IDENTIFIED DURING THE EXAM OF THE POWERPLANT.

Brief of Accident (Continued)

File No. - 1559 7/23/85 ANZA,CA A/C Reg. No. N876C Time (Lcl) - 1400 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                              Washington, D.C. 20594


                                  Brief of Accident
      File No. - 1557      8/15/85    SANTA PAULA,CA          A/C Reg. No. N79504           Time (Lcl) - 1245 PDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                      Fire                   Crew     0       1        0        0
     Flight Conducted Under    -14 CFR 91                      NONE                  Pass     0       1        2        0
     Accident Occurred During  -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172K              Eng Make/Model - LYCOMING O-320-E2D         ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    2150                  Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                  Rated Power     -      150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                     OFF AIRPORT/STRIP
       Method         - TELEPHONE                   OXNARD,CA
       Completeness   - WEATHER NOT PERTINENT     Destination                            Airport Data
     Basic Weather    - VMC                         LOCAL
       Wind Dir/Speed- 240/012 KTS                                                          Runway Ident     - N/A
       Visibility     -    10.0   SM            ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     2000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling          - NONE              Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      50             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                               Current        - YES         Total      -     667        Last 24 Hrs -       2
        ME LAND                                  Months Since   - 18          Make/Model-      54         Last 30 Days-       2
                                                 Aircraft Type  - 150         Instrument-      40         Last 90 Days-       3

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
ON A LOCAL FLT TO VIEW CAMPING AND HIKING FACILITIES IN MOUNTAINOUS TERRAIN, THE ACFT ENTERED A BOX CANYON WITH A
MODERATELY RISING FLOOR AND STEEP SIDES REPORTED BY THE SHERIFF'S DEPARTMENT AT ABOUT ONE-QUARTER OF A MILE WIDE. DURING
AN ATTEMPTED COURSE REVERSAL. THE ACFT STALLED AND IMPACTED NOSE DOWN IN TALL TREES ON THE FLOOR OF THE CANYON. SHERIFF
DEPT SEARCH AND RESCUE PERSONNEL REPORTED THAT ONLY THE TREES IMMEDIATELY AROUND THE ACFT WERE DISTURBED. ALTHOUGH NONE
OF THE FOUR OCCUPANTS REPORTED A CLEAR MEMORY OF THE ACCIDENT SEQUENCE, ONE PASSENGER DID SAY THAT THE "ENGINE DIDN'T
SOUND RIGHT" JUST BEFORE THE ACCIDENT. FUNCTIONAL TESTING OF THE ACFT REVEALED NO MALFUNCTIONS OR FAILURES.
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Brief of Accident (Continued)

File No. - 1557 8/15/85 SANTA PAULA,CA A/C Reg. No. N79504 Time (Lcl) - 1245 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. JUDGEMENT - IMPROPER - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1555       8/16/85    SANTA PAULA,CA            A/C Reg. No. N5879B            Time (Lcl) - 1120 PDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                   Crew     0        0        0       1
     Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0        0        0       0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182A                  Eng Make/Model - CONTINENTAL O-470 SERIES  ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2550                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                       Rated Power     -     230 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing      - FSS                         Last Departure Point                       OFF AIRPORT/STRIP
       Method         - IN PERSON                     PASO ROBLES,CA
       Completeness   - WEATHER NOT PERTINENT       Destination                              Airport Data
     Basic Weather    - VMC                           SANTA PAULA,CA
       Wind Dir/Speed- UNK/NR                                                                  Runway Ident    - N/A
       Visibility     -    10.0   SM              ATC/Airspace                                 Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -     1500 FT SCATTERED   Type of Flight Plan - NONE                 Runway Surface  - GRAVEL
       Lowest Ceiling        - NONE                 Type of Clearance   - NONE                 Runway Status   - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING                         SNOW - DRY
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     43              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
          PRIVATE                                Current        - YES      Total       -    505        Last 24 Hrs -      2
          SE LAND                                Months Since   -  5       Make/Model-       19        Last 30 Days-     13
                                                 Aircraft Type  - 182A     Instrument-        8        Last 90 Days-     29

          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A CROSS COUNTRY FLT THE ACFT EXPERIENCED FUEL EXHAUSTION AND COLLIDED WITH GROUND OBSTRUCTIONS DURING THE
SUBSEQUENT FORCED LANDING IN A RIVER BED. THE PLT SAID 4 HRS AND 20 MNS OF ENGINE RUN TIME HAD ELAPSED SINCE THE
LAST FUELING OF THE ACFT. AT THE LAST FUELING, THE PLT SAID HE ORDERED THE ACFT "TOPPED," HOWEVER, DID NOT
VISUALLY CHECK THE FUEL LEVEL PRIOR TO DEPARTURE. AT THE TIME OF THE ENGINE POWER LOSS, THE PLT SAID BOTH FUEL
GAGES INDICATED ONE-QUARTER OF A TANK EACH. SUBSEQUENT TESTING OF THE FUEL QUANTITY MEASURING SYSTEM REVEALED
THAT THE LEFT SYSTEM WAS INCORRECTLY CALIBRATED AND THE GAGE INDICATED ONE NEEDLE WIDTH BELOW THE ONE-QUARTER
INDICIES WHEN THE TRANSMITTER WAS IN THE EMPTY POSITION.
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Brief of Accident (Continued)

File No. - 1555 8/16/85 SANTA PAULA,CA A/C Reg. No. N5879B Time (Lcl) - 1120 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)
1. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. OBJECT - TREE(S)
6. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

Brief of Accident

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     File No. - 1556       8/16/85    PIONEER,CA                A/C Reg. No. N3169Q            Time (Lcl) - 1430 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                Fatal    Serious    Minor     None
     Type of Operation         -PERSONAL                      Fire                Crew     0         0         0         1
     Flight Conducted Under    -14 CFR 91                      NONE               Pass     0         0         0         1
     Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182K            Eng Make/Model - CONTINENTAL O-470 SERIES  ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                           Stall Warning System - NO
     Max Gross Wt   -    2800                Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                Rated Power    -      230 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                              Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                   OFF AIRPORT/STRIP
       Method         - TELEPHONE                  MINDEN,NV
       Completeness   - WEATHER NOT PERTINENT    Destination                          Airport Data
     Basic Weather    - VMC                        WATSONVILLE,CA
       Wind Dir/Speed- 220/006 KTS                                                      Runway Ident     - N/A
       Visibility     -    10.0   SM           ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     25000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE             Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING                      ROUGH
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     70              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                              Current      - YES        Total       -    819       Last 24 Hrs -      2
         SE LAND                              Months Since  -  7        Make/Model-     225        Last 30 Days-      3
                                              Aircraft Type - 182       Instrument-     123        Last 90 Days-      6

         Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
DOCUMENTS PROVIDED BY THE PLT ESTABLISHED THAT 45.5 GALLONS OF FUEL WERE LOADED ON THE AIRCRAFT PRIOR TO
DEPARTURE FROM WATSONVILLE, CALIFORNIA, THE DAY PRIOR TO THEACCIDENT. THE FLT FLEW DIRECT TO MINDEN, NEVADA, A
STRAIGHT LINE DISTANCE OF 170 NM, WHERE IT WAS PARKED OVERNIGHT. THE DAY OF THE ACCIDENT, THE PLT SAID HE DID A
NORMAL PREFLIGHT BUT DID NOT VISUALLY CHECK THE FUEL TANK LEVELS. ON THE RETURN FLT TO WATSONVILLE, THE AIRCRAFT
LOST POWER AND STRUCK TREES DURING THE FORCED LANDING ON A HIGHWAY. ACFT RETRIEVERS REPORTED COMPLETE AIRCRAFT
SYSTEM INTEGRITY AND ONLY 2 GALLONS OF FUEL IN THE TANKS WHEN THE ACFT WAS REMOVED FROM THE SITE.
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Brief of Accident (Continued)

File No. - 1556 8/16/85 PIONEER,CA A/C Reg. No. N3169Q Time (Lcl) - 1430 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. FUEL SUPPLY - IMPROPER - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1495   1/19/85   CANON CITY,CO   A/C Reg. No. N4925M   Time (Lcl) - 1850 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CLIMB

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - MILITARY
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 160/011 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 1500 FT
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
COLORADO SPRNGS,CO
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE,COMMERCIAL
SE LAND
HELICOPTER

Age - 26
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1900
Make/Model- 15
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 1860

Instrument Rating(s) - HELICOPTER

----Narrative----

THE ACFT CONTACTED TREES ON MOUNTAINOUS TERRAIN AFTER ENCOUNTERING IFR WX EN ROUTE. THE PLT REPORTED THAT UPON ARRIVING IN THE COLORADO SPRINGS AREA AN UNDERCAST PREVAILED. HE CONTACTED PUEBLO APCH AND DENVER CENTER AND WAS ADVISED THAT ALAMOSA, CO. WAS REPORTING VFR CONDITIONS. THE PLT THEN ELECTED TO FLY TO SALIDA, CO, DUE TO A LOW FUEL STATE. EN ROUTE THE PLT SPOTTED AN APRX 5 MILE AREA WHICH WAS CLEAR AND AN ATTEMPT WAS MADE TO DESCEND INTO THE CLEAR AREA, HOWEVER, CLOUDS WERE ENCOUNTERED. THE PLT THEN APPLIED PWR IN AN ATTEMPT TO CLIMB BUT THE ACFT CONTACTED TREES ON THE SIDE OF A MOUNTAIN.

Brief of Accident (Continued)

File No. - 1495 1/19/85 CANON CITY,CO A/C Reg. No. N4925M Time (Lcl) - 1850 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB

Finding(s)
5. OBJECT - TREE(S)
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
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Brief of Accident

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     File No. - 1517       7/22/85    DURANGO,CO                A/C Reg. No. N3866H            Time (Lcl) - 1512 MDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                Fatal    Serious    Minor     None
     Type of Operation          -FERRY                          Fire               Crew      0          0         1         0
     Flight Conducted Under     -14 CFR 91                       NONE              Pass      0          0         0         0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - MOONEY M20K              Eng Make/Model - CONTINENTAL TSIO-360-GB1  ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2900                  Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       4                  Rated Power     -     210 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                        ON AIRPORT
       Method         - N/A                      SANTE FE,NM
       Completeness   - N/A                    Destination                              Airport Data
     Basic Weather    - VMC                      SAME AS ACC/INC                           ANIMAS
       Wind Dir/Speed- 020/005 KTS                                                        Runway Ident     - 01
       Visibility     -   50.0   SM            ATC/Airspace                                Runway Lth/Wid   -  5000/   50
       Lowest Sky/Clouds  -      5000 FT         Type of Flight Plan - NONE                Runway Surface   - ASPHALT
       Lowest Ceiling      -     5000 FT BROKEN  Type of Clearance   - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation       - NONE                                      FULL STOP
       Condition of Light  - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -      61              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,ATP                    Current        - YES      Total      -  15185         Last 24 Hrs -       2
        SE LAND,ME LAND                   Months Since  -  2        Make/Model -    300         Last 30 Days- UNK/NR
                                          Aircraft Type - UNK/NR    Instrument-   2311          Last 90 Days-     103
                                                                    Multi-Eng -  10185

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT PRIOR TO LANDING, THE UNICOM OPERATOR REPORTED THAT THE WIND WAS FROM THE NORTHWEST AT 10 TO
20 KTS & WAS GUSTY. ALSO, HE SAID THAT WHILE ON BASE LEG, HE ENCOUNTERED A SEVERE DOWNDRAFT. HE STATED THAT HE APPLIED
PWR & RETRACTED THE FLAPS TO ARREST THE SINK RATE. HOWEVER, THE ACFT SUBSEQUENTLY STRUCK THE GROUND ABOUT 5 FT SHORT
OF THE RWY, DAMAGED THE LANDING GEAR, COLLIDED WITH APCH/RWY LIGHTS & SLID ABOUT 170 ON ITS BELLY BEFORE COMING TO
REST ON THE RWY. AN EXAM OF THE WRECKAGE REVEALED THAT THE FUEL SELECTOR WAS POSITIONED TO THE RIGHT TANK WHICH WAS
EMPTY. FUEL WAS STILL REMAINING IN THE LEFT TANK. ALSO, THE PROP BORE EVIDENCE OF LITTLE OR NO ROTATION AT IMPACT.
ABOUT 8 MI EAST-SOUTHEAST AT THE LA PLATA ARPT, THE 1455 MDT WIND WAS FROM 020 DEG AT 5 KTS. THE DENSITY ALT WAS
ESTIMATED TO BE 8478 FT.

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Brief of Accident (Continued)

File No. - 1517 7/22/85 DURANGO,CO A/C Reg. No. N3866H Time (Lcl) - 1512 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. FLUID,FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. WEATHER CONDITION - TAILWIND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. TERRAIN CONDITION - GROUND
7. TERRAIN CONDITION - RUNWAY

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
8. OBJECT - RUNWAY LIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,9

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                              National Transportation Safety Board
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                                        Brief of Accident

     File No. - 1497       8/10/85    COLORADO SPRGS,CO          A/C Reg. No. N25RN              Time (Lcl) - 1430 MDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                        Fire                  Crew      0        1        0        0
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0        0        0        0
    Accident Occurred During   -TAKEOFF
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - SCHEMPP-HIRTH VENTUS B           Eng Make/Model  - N/A              ELT Installed/Activated - NO -N/A
    Landing Gear   - UNK/NR                           Number Engines  - N/A                 Stall Warning System - NO
    Max Gross Wt   -      700                         Engine Type     - N/A
    No. of Seats   -        1                         Rated Power     - N/A
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                      Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING          Last Departure Point                      ON AIRPORT
      Method         - N/A                              SAME AS ACC/INC
      Completeness   - N/A                           Destination                            Airport Data
    Basic Weather    - VMC                              LOCAL                                   BLACK FOREST GLIDER PORT
      Wind Dir/Speed- 180/015 KTS                                                               Runway Ident     - 17
      Visibility     -    15.0   SM                 ATC/Airspace                                Runway Lth/Wid   -  5000/    20
      Lowest Sky/Clouds  -     CLEAR                  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE                   Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                    Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                               Age -      58            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                     Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                                   Current         - YES     Total     -     1620       Last 24 Hrs - UNK/NR
        SE LAND                                      Months Since  -  3        Make/Model-       28       Last 30 Days- UNK/NR
        GLIDER                                       Aircraft Type - UNK/NR    Instrument-       12       Last 90 Days-      28


        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAKEOFF THE GLIDER LEFT WING TOUCHED THE GROUND. THE GLIDER THEN CARTWHEELED SUSTAINING SUBSTANTIAL DAMAGE.

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File No. - 1497 8/10/85 COLORADO SPRGS,CO A/C Reg. No. N25RN Time (Lcl) - 1430 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
2. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
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Brief of Accident

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     File No. - 1463        9/05/85    ALAMOSA,CO                  A/C Reg. No. N92240            Time (Lcl) - 1800 MDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor     None
      Type of Operation        -PERSONAL                        Fire                   Crew    0          0         1        0
      Flight Conducted Under   -14 CFR 91                        NONE                  Pass    0          0         0        2
      Accident Occurred During -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 182N                Eng Make/Model - CONTINENTAL O-470-R       ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    2950                    Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                    Rated Power     -     230 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                   Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                         OFF AIRPORT/STRIP
        Method         - N/A                         HOLLY,CO
        Completeness   - N/A                      Destination                                Airport Data
      Basic Weather    - VMC                         ALAMOSA,CO
        Wind Dir/Speed- UNK/NR                                                                 Runway Ident     - N/A
        Visibility     -    15.0    SM            ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     15000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface   - DIRT
        Lowest Ceiling         - NONE               Type of Clearance   - NONE                 Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - PRECAUTIONARY LANDING
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                              Age -      34          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                    Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                                  Current          - YES       Total       -     3040         Last 24 Hrs  -       4
          SE LAND                                     Months Since     -  5        Make/Model-       300         Last 30 Days- UNK/NR
                                                      Aircraft Type - UNK/NR       Instrument- UNK/NR            Last 90 Days-     250
                                                                                   Multi-Eng - UNK/NR            Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
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----Narrative----

THE ACFT CONTACTED TREES, A FENCE AND A DITCH DURING A PRECAUTIONARY LANDING ON A DIRT ROAD. THE PLT STATED THAT WHEN APPROACHING HIS DESTINATION, THE ENG BEGAN RUNNING ROUGH AND HE WAS UNABLE TO CORRECT THE PROBLEM. HE THEN DECIDED TO LAND ON THE ROAD AND NOT CONTINUE TO ALAMOSA. POST ACCIDENT INSPECTION AND TESTS DID NOT REVEAL ANY MECHANICAL FAILURE/MALFUNCTION. LOCAL LAW ENFORCEMENT PERSONNEL REPORTED THE PLT APPEARED INTOXICATED UPON THEIR ARRIVAL AT THE ACCIDENT SITE. THE PLT REFUSED TO SUBMIT TO A BLOOD ALCOHOL TEST. IT WAS ALSO DISCOVERED THE PLT WAS AQUAINTED WITH PERSONS WHO RESIDED IN A FARM HOUSE NEAR THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1463   9/05/85   ALAMOSA,CO   A/C Reg. No. N92240   Time (Lcl) - 1800 MDT

Occurrence #1   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - TREE(S)
2. TERRAIN CONDITION - FENCE
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   LANDING

Finding(s)
6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - DITCH

Occurrence #4   GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
8. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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                         National Transportation Safety Board
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                                  Brief of Accident

   File No. - 1574      10/05/85    FALCON,CO                 A/C Reg. No. N190FK            Time (Lcl) - 1000 MDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                              SUBSTANTIAL                 Fatal    Serious    Minor      None
    Type of Operation         -PERSONAL                      Fire                  Crew     0         0         1          0
    Flight Conducted Under    -14 CFR 91                      NONE                 Pass     0         0         0          0
    Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - SKURICH FOCKE-WULF 190     Eng Make/Model - LYCOMING O2-900          ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-RETRACTABLE MAINS    Number Engines -  1                      Stall Warning System - NO
    Max Gross Wt   -     1000                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -        1                   Rated Power    -     125 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing       - UNK/NR                  Last Departure Point                       ON AIRPORT
      Method          - TELEPHONE                 MCCOOK,NE
      Completeness    - WEATHER NOT PERTINENT    Destination                              Airport Data
    Basic Weather     - VMC                       COLORADOSPRINGS,CO                        MEADOW LAKE
      Wind Dir/Speed- UNK/NR                                                                Runway Ident     - 15
      Visibility      - UNK/NR                ATC/Airspace                                  Runway Lth/Wid   -  4150/   30
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - VFR                   Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE             Type of Clearance   - NONE                  Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - GO AROUND
      Precipitation          - NONE                                   FULL STOP
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      45           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                 Current       - YES      Total      -      350          Last 24 Hrs -      2
        SE LAND                                 Months Since  -  6       Make/Model-        52          Last 30 Days-     15
                                                Aircraft Type - UNK/NR   Instrument-         0          Last 90 Days-     52


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT GROUNDLOOPED TO THE RT DURING AN ATTEMPTED GO-AROUND AFTER LANDING. THE PLT WAS LANDING AT A ARPT WITH
WATCH HE WAS UNFAMILAR. HE THOUGHT HE SAW WIRES AT THE APPROACH END OF THE RWY SO HE LANDED LONG AND THEN ATTEMPTED
A GO-AROUND. THE ACFT FISHTAILED TO THE LEFT AND WHEN THE PLT OVERCORRECTED TO THE RT THE ACFT WENT OUT OF CONTRL
AND DAMAGED THE ACFT.

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Brief of Accident (Continued)

File No. - 1574 10/05/85 FALCON,CO A/C Reg. No. N190FK Time (Lcl) - 1000 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
3. LANDING GEAR,MAIN GEAR - FAILURE,PARTIAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1496      10/06/85    ASPEN,CO                       A/C Reg. No. N2578V             Time (Lcl)    1246 MDT
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI                Aircraft Damage                              Injuries
                                                                   SUBSTANTIAL                     Fatal     Serious     Minor      None
     Type of Operation           -PERSONAL                        Fire                    Crew        0          0          1         0
     Flight Conducted Under      -14 CFR 91                        NONE                   Pass        0          2          0         0
     Accident Occurred During    -LANDING
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 177RG                   Eng Make/Model - LYCOMING IO-360-A1B6D      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  1                             Stall Warning System - YES
     Max Gross Wt   -    2800                        Engine Type    - RECIP-FUEL INJECTED
     No. of Seats        4                           Rated Power    -     200 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                   Airport Proximity
     Wx Briefing      - FSS                        Last Departure Point                        OFF AIRPORT/STRIP
       Method         - TELEPHONE                    GLENWOOD SPRING,CO
       Completeness   - WEATHER NOT PERTINENT      Destination                               Airport Data
     Basic Weather    - VMC                          COLORADO SPRING,CO
       Wind Dir/Speed- 340/011 KTS                                                             Runway Ident     - N/A
       Visibility     -    30.0    SM            ATC/Airspace                                  Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    18000 FT SCATTERED  Type of Flight Plan - VFR                   Runway Surface   - N/A
       Lowest Ceiling         - NONE               Type of Clearance   - VFR                   Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -      28              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                                 Current         - YES       Total      -      98          Last 24 Hrs -       1
        SE LAND                                 Months Since  -  4          Make/Model-       8           Last 30 Days- UNK/NR
                                                Aircraft Type - C-150       Instrument-       5           Last 90 Days-      41


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER DEPARTURE FROM GLENWOOD SPRINGS COUNTY ARPT THE PLT INITIATED A CRUISE CLIMB TO FLY OVER A 12,093 FT HIGH
MOUNTAIN PASS. HE ENTERED THE NARROW PASS AT AN ALT LOWER THAN THE SUMMIT, ENCOUNTERED DOWNDRAFT WIND CURRENTS AND WAS
UNABLE TO CLIMB FAST ENOUGH TO CLEAR RAPIDLY RISING TERRAIN. HE ATTEMPTED A 60 DEG BANK TURN TO REVERSE COURSE WHICH
RESULTED IN THE ACFT STALL WARNING ACTIVATING. HE ABORTED THE TURN AND EXECUTED A FORCED LANDING IN MOUNTAINOUS TERRAIN.

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Brief of Accident (Continued)

File No. - 1496 10/06/85 ASPEN,CO A/C Reg. No. N2578V Time (Lcl) - 1246 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

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                         National Transportation Safety Board
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                                  Brief of Accident

     File No. - 1465      6/30/85    HARTFORD,CT             A/C Reg. No. N48251          Time (Lcl) - 1300 EST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                Fatal    Serious    Minor    None
      Type of Operation          -PERSONAL                   Fire                 Crew     0         0         0        1
      Flight Conducted Under     -14 CFR 91                   NONE                Pass     0         0         0        0
      Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 152              Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    1670                 Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                 Rated Power     -     110 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                    ON AIRPORT
        Method          - N/A                       HARTFORD,CT
        Completeness    - N/A                    Destination                           Airport Data
      Basic Weather     - VMC                      LOCAL                                  BRAINARD
        Wind Dir/Speed- 010/009 KTS                                                       Runway Ident      - 20R
        Visibility     -    20.0   SM            ATC/Airspace                             Runway Lth/Wid    -  4418/  150
        Lowest Sky/Clouds -      CLEAR             Type of Flight Plan - NONE             Runway Surface    - ASPHALT
        Lowest Ceiling        - NONE               Type of Clearance   - NONE             Runway Status     - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation         - NONE                                     STOP AND GO
        Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      32            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         STUDENT                                Current          - N/A       Total       -      17        Last 24 Hrs - UNK/NR
                                                Months Since     - N/A       Make/Model-        17        Last 30 Days- UNK/NR
                                                Aircraft Type - N/A          Instrument-         0        Last 90 Days-      12


          Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER FOLLOWING A LOSS OF CONTROL DURING LANDING. THE STUDENT PLT STATED THE ACFT BOUNCED THREE TIMES
ON TOUCHDOWN. THE PROPELLER THEN CONTACTED THE RWY AND THE ACFT NOSED OVER.

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Brief of Accident (Continued)

File No. - 1465   6/30/85   HARTFORD,CT   A/C Reg. No. N46251   Time (Lcl) - 1300 EST

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
3. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
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Brief of Accident

File No. - 1519 1/14/85 FT MYERS,FL A/C Reg. No. N9383X Time (Lcl) - 1415 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4
Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3500 FT
Lowest Ceiling - 3500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FT. MYERS,FL
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
PAGE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 68
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	511	Last 24 Hrs -	UNK/NR
Make/Model-	106	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	1
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT AFTER HE HAD STARTED THE ENG, THE ACFT BEGAN MOVING OUT OF THE TIE-DOWN POSITION. WHEN HE APPLIED BRAKES, THE RIGHT BRAKE FAILED. HE ATTEMPTED TO STOP BY USING THE PARKING BRAKE, BUT THE PARKING BRAKE HANDLE BROKE OFF. SUBSEQUENTLY, THE ACFT HIT THREE PARKED ACFT BEFORE COMING TO A STOP. THE OTHER ACFT WERE A ROCKWELL COMMANDER, N1059J; A CESSNA 150, N8387G; & A PIPER PA 28-140, N6915W. AN EXAM OF THE BRAKE SYS REVEALED THAT THE RIGHT BRAKE PADS WERE COMPLETELY WORN.

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                                      Brief of Accident (Continued)

      File No. - 15'9       1/14/85    FT MYERS,FL                 A/C Reg. No. N9383X             Time (Lcl) - 1415 EST
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Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation    TAXI

Finding(s)
  1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
  2. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
  3. LANDING GEAR,EMERGENCY BRAKE SYSTEM - FAILURE,TOTAL
  4.   PARKING BRAKES
  5. DIRECTIONAL CONTROL - NOT POSSIBLE -
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3
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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1458      3/22/85    OKEECHOBEE,FL              A/C Reg. No. N5867L           Time (Lcl) - 1855 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                 Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE                Pass     0        0        0        1
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GRUMMAN AA-5                Eng Make/Model - LYCOMING O-320-E2G      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -   2200                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                      Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                      OFF AIRPORT/STRIP
      Method         - ACFT RADIO                  LAKELAND,FL
      Completeness   - WEATHER NOT PERTINENT      Destination                            Airport Data
    Basic Weather    - VMC                         FORT PIERCE,FL
      Wind Dir/Speed- 240/006 KTS                                                          Runway Ident     - N/A
      Visibility     -    10.0   SM             ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE               Runway Surface   - DIRT
      Lowest Ceiling           NONE               Type of Clearance   - TRAFFIC ADVISORY   Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
      Precipitation         - NONE                                      FORCED LANDING
      Condition of Light    - DUSK
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     66              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                              Current        - YES        Total        -    947        Last 24 Hrs -       5
        SE LAND                              Months Since   -  8         Make/Model-     163        Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR      Instrument-     374        Last 90 Days-      24
                                                                         Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE IN CRUISE FLT THE PLT PLACED THE ACFT IN A DIVE TO AVOID WHAT APPEARED TO BE THE LANDING LIGHT OF ANOTHER ACFT.
THE LIGHT WAS ACTUALLY A SPACE VEHICLE WHICH HAD JUST BEEN LAUNCHED FROM CAPE CANAVERAL AIR FORCE STATION 60 MILES
FROM THE ACFT'S POSITION. DURING THE DIVE THE PLT EXCEEDED THE LIMITATIONS OF THE ACFT CAUSING DAMAGE TO THE ACFT'S TAIL
SURFACES WHICH BEGAN TO FLUTTER AFTER LEVEL FLT WAS REGAINED. DURING THE FOLLOWING EMERGENCY LANDING IN A FLD, THE ACFT
STRUCK A FENCE POST AND NOSED UP, COLLAPSING THE NOSE LANDING GEAR.
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Brief of Accident (Continued)

File No. - 1458   3/22/85   OKEECHOBEE,FL   A/C Reg. No. N5867L   Time (Lcl) - 1855 EST

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
1. IDENTIFICATION OF AIRCRAFT VISUALLY - IMPROPER - PILOT IN COMMAND
2. AIRSPEED(VMO) - EXCEEDED - PILOT IN COMMAND
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
4. FLIGHT CONTROL SURFACES/ATTACHMENTS - OVERLOAD
5. FLIGHT CONTROL SURFACES/ATTACHMENTS - FLUTTER

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
6. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

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                                          Brief of Accident

     File No. - 1459        6/08/85     PANAMA CITY,FL              A/C Reg. No. N53325           Time (Lcl) - 1302 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                      Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -BANNER TOW                       Fire                  Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                         NONE                 Pass     0        0        0        0
    Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELLANCA 8GCBC                 Eng Make/Model  - LYCOMING O-320-C2E      ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines  -  1                        Stall Warning System - UNK/NR
    Max Gross Wt   -    1800                        Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                         Rated Power     -    180 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
      Method          - N/A                           SAME AS ACC/INC
      Completeness    - N/A                        Destination                             Airport Data
    Basic Weather     - VMC                           LOCAL                                    PANAMA CITY
      Wind Dir/Speed- 220/013 KTS                                                              Runway Ident     - 32
      Visibility      -     6.0    SM              ATC/Airspace                                Runway Lth/Wid   -  6008/  150
      Lowest Sky/Clouds  -     2500 FT SCATTERED    Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling        - 20000 FT BROKEN        Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- HAZE                   Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In Command                           Age -     50               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                   Flight Time (Hours)
       COMMERCIAL,ATP                            Current      - YES          Total      -   5814        Last 24 Hrs -       4
       SE LAND,ME LAND                           Months Since  -  2          Make/Model-    703         Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument-    795         Last 90 Days-     143
                                                                             Multi-Eng -   2820

       Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT WHILE TAKING OFF IN A X-WIND HE LOST CONTROL OF THE ACFT. THE ACFT CONTACTED THE LIP OF A LARGE
DRAINAGE DITCH, CARTWHEELED 180 DEGS TO THE RIGHT AND CRASHED INTO A DITCH.
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Brief of Accident (Continued)

File No. - 1469   6/08/85   PANAMA CITY,FL   A/C Reg. No. N53925   Time (Lcl) - 1302 EDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
3. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
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                                    Brief of Accident
     File No. - 1405       6/11/85    WABASSO,FL                  A/C Reg. No. N2603C          Time (Lcl) - 1235 EDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                   SUBSTANTIAL                    Fatal   Serious   Minor    None
      Type of Operation          -INSTRUCTIONAL                   Fire                      Crew     0        0        1        0
      Flight Conducted Under     -14 CFR 61                        NONE                     Pass     0        0        0        0
      Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-38-112
      Landing Gear   - TRICYCLE-FIXED          Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
      Max Gross Wt   -    1670                 Number Engines -  1                         Stall Warning System - YES
      No. of Seats   -       2                 Engine Type    - RECIPROCATING-CARBURETOR
                                               Rated Power    -     112 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data
      Wx Briefing      - FSS                   Itinerary                                Airport Proximity
        Method         - TELEPHONE               Last Departure Point                     OFF AIRPORT/STRIP
        Completeness   - WEATHER NOT PERTINENT     VERO BEACH,FL
      Basic Weather    - VMC                    Destination                             Airport Data
        Wind Dir/Speed- 140/012 KTS                LOCAL
        Visibility     -     7.0   SM                                                     Runway Ident     - N/A
        Lowest Sky/Clouds  -     3000 FT SCATTERED  ATC/Airspace                          Runway Lth/Wid   - N/A
        Lowest Ceiling          - NONE           Type of Flight Plan - NONE               Runway Surface   - N/A
        Obstructions to Vision- UNK/NR           Type of Clearance   - NONE               Runway Status    - DRY
        Precipitation           - UNK/NR         Type Apch/Lndg      - FORCED LANDING
        Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     23            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        STUDENT                                  Current         - N/A      Total       -     50      Last 24 Hrs -       3
                                                 Months Since    - N/A      Make/Model-      50      Last 30 Days- UNK/NR
                                                 Aircraft Type   - N/A      Instrument-       2      Last 90 Days-      18

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER DURING A FORCED LANDING ON A BEACH. THE PLT WAS ON A SOLO FLT TO PRACTICE MANEUVERS. HE STATED
THAT WHEN PWR WAS REDUCED TO 1500 RPM IN PREPARATION FOR A STALL SERIES THE RPM CONTINUED TO DECREASE TO APRX 1100.
HE WAS NOT ABLE TO REGAIN PWR AND THE FORCED LANDING ENSUED. EXAMINATION DISCLOSED NO MECHANICAL FAILURE/MALFUNCTION
WHICH WOULD HAVE RESULTED IN A PWR LOSS. THE TEMP WAS 90 DEG F AND THE DEW POINT WAS 75 DEGS F WHEN THE ACCIDENT
OCCURRED.
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Brief of Accident (Continued)

File No. - 1405   6/11/85   WABASSO,FL   A/C Reg. No. N2603C   Time (Lcl) - 1235 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   MANEUVERING

Finding(s)
1. FUEL SYSTEM,CARBURETOR - ICE
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

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                              National Transportation Safety Board
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                                      Brief of Accident

   File No. - 1404       6/11/85    KISSIMMEE,FL             A/C Reg. No.  CGIBB            Time (Lcl) - 1445 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                  Fatal   Serious   Minor    None
   Type of Operation          -PERSONAL                      Fire                   Crew     0        0        0        1
   Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0        0        0        0
   Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - LAKE AIRCRAFT LA-4-200        Eng Make/Model - LYCOMING IO-360-A1B      ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                          Stall Warning System - UNK/NR
   Max Gross Wt   -    2690                       Engine Type     - RECIP-FUEL INJECTED
   No. of Seats   -       4                       Rated Power     -     200 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
 Weather Data                                  Itinerary                              Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                   OFF AIRPORT/STRIP
     Method          - N/A                         SAME AS ACC/INC
     Completeness    - N/A                      Destination                          Airport Data
   Basic Weather     - VMC                         SAVANNAH,FL
     Wind Dir/Speed- 170/006 KTS                                                       Runway Ident     - N/A
     Visibility      -      7.0   SM          ATC/Airspace                              Runway Lth/Wid   - N/A
     Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - DIRT
     Lowest Ceiling           - 25000 FT BROKEN   Type of Clearance   - NONE            Runway Status    - DRY
     Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
     Precipitation            - NONE
     Condition of Light       - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                           Age -      32             Medical Certificate - UNK/NR
    Certificate(s)/Rating(s)                 Biennial Flight Review                Flight Time (Hours)
      PRIVATE                                    Current        - UNK/NR     Total       -     852        Last 24 Hrs - UNK/NR
      SE SEA                                     Months Since  - UNK/NR     Make/Model-        4        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-       55        Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

      Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT JUST AFTER TAKEOFF, AT ABOUT 800 FT ALT THE ENG LOST PWR. HE THEN MADE AN EMERG LANDING IN A FLD
AND THE ACFT STRUCK A DITCH DURING THE LANDING ROLL. POST ACCIDENT EXAMINATION REVEALED BOTH MAGNETO CASES WERE CRACKED
AND THE #1 CLV FUEL INJECTOR NOZZLE WAS CLOGGED.

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                              Brief of Accident (Continued)

      File No. - 1404      8/11/85    KISSIMMEE,FL             A/C Reg. No.  CGIBB            Time (Lcl) - 1445 EDT
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Occurrence #1          LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation     CLIMB

Finding(s)
  1. IGNITION SYSTEM,MAGNETO - CRACKED
  2. FUEL SYSTEM,INJECTOR - BLOCKED(TOTAL)
------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
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Occurrence #3          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     LANDING - ROLL

Finding(s)
  3. TERRAIN CONDITION - DITCH
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2
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National Transportation Safety Board
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Brief of Accident

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    File No. - 1451      6/12/85    NEW SMYRNA BCH,FL         A/C Reg. No. N51261            Time (Lcl) - 1230 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               DESTROYED                  Fatal   Serious   Minor     None
    Type of Operation          -BANNER TOW                    Fire                 Crew     0        1        0         0
    Flight Conducted Under     -14 CFR 91                      NONE                Pass     0        0        0         0
    Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150J                Eng Make/Model - LYCOMING O-320-E2A       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -     1600                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    -     150 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
     Method          - N/A                       NEW SMYRNA,FL
     Completeness    - N/A                     Destination                           Airport Data
    Basic Weather    - VMC                       LOCAL
     Wind Dir/Speed- 270                                                                 Runway Ident     - N/A
     Visibility     -    10.0    SM           ATC/Airspace                               Runway Lth/Wid   - N/A
     Lowest Sky/Clouds  -    2000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - WATER
     Lowest Ceiling        - 10000 FT BROKEN    Type of Clearance   - NONE               Runway Status    - WET
     Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
     Precipitation         - RAIN SHOWERS
     Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     27               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL,CFI                       Current        - YES       Total      - UNK/NR        Last 24 Hrs -      8
          SE LAND,ME LAND,SE SEA,ME SEA        Months Since   - 10        Make/Model-    1470        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE PERFORMING A BANNER TOWING FLIGHT THE PILOT ENCOUNTERED SEVERE TURBULENCE IN THE AREA OF A THUNDERSTORM AND LOST
CONTROL OF THE ACFT. HE STATED HE JETTISONED THE BANNER JUST BEFORE IMPACT BUT STILL COULD NOT CONTROL THE ACFT. THE
ACFT STRUCK A SMALL MANGROVE ISLAND AND FLIPPED INVERTED.

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Brief of Accident (Continued)

File No. - 1451 6/12/85 NEW SMYRNA BCH,FL A/C Reg. No. N51261 Time (Lcl) - 1230 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

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                          National Transportation Safety Board
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                                    Brief of Accident

   File No. - 1494       6/13/85    SILVER SPRINGS,FL         A/C Reg. No. N49550           Time (Lcl) - 0026 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI           Aircraft Damage                       Injuries
     Name of Carrier           -EVERGREEN HELICOTERS          SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER Fire                  Crew     0        0        0       3
     Flight Conducted Under    -14 CFR 135                    NONE                 Pass     0        0        0       1
     Accident Occurred During  -CRUISE
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - AEROSPATIALE SA316B          Eng Make/Model - TURBO MECA ARTOUSTE IIIB  ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - UNK/NR
     Max Gross Wt  -    4960                      Engine Type    - TURBOSHAFT
     No. of Seats  -       5                      Rated Power    -     562 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                      OFF AIRPORT/STRIP
       Method         - TELEPHONE                   SPRING HILL,FL
       Completeness   - FULL                      Destination                             Airport Data
     Basic Weather    - VMC                         GAINESVILLE,FL
       Wind Dir/Speed- 200/005 KTS                                                          Runway Ident     - N/A
       Visibility     -     10.0   SM           ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      10000 FT         Type of Flight Plan - NONE                Runway Surface   - DIRT
       Lowest Ceiling         - 10000 FT OVERCAST Type of Clearance   - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
       Precipitation          - RAIN SHOWERS
       Condition of Light     - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      33            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL                             Current       - YES        Total       -    3861          Last 24 Hrs -       2
        SE LAND                                Months Since  -  6         Make/Model-      324          Last 30 Days- UNK/NR
        HELICOPTER                             Aircraft Type - 316B       Instrument-      120          Last 90 Days-      75
                                                                          Multi-Eng -       24          Rotorcraft   -   3661

        Instrument Rating(s)  - HELICOPTER
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT OF THE HELICOPTER ON AN ON DEMAND AIR TAXI MEDEVAC FLT ENCOUNTERED DETERIORATING WX CONDITIONS AND ATTMEPTED
TO MAINTAIN VFR FLT IN IMC CONDITIONS. HE DESCENDED AND STRUCK A TREE CAUSING SUBSTANTIAL DAMAGE. HE THEN MADE A FORCED
LANDING AND THE MEDEVAC PATIENT WAS TRANSPORTED BY GROUND VEHICLE.

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File No. - 1494 6/13/85 SILVER SPRINGS,FL A/C Reg. No. N49550 Time (Lcl) - 0026 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - RAIN
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - TREE(S)
5. DOOR,EXTERIOR CREW - DISCONNECTED
6. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident
   File No. - 1511       6/25/85    OPA LOCKA,FL             A/C Reg. No. N9165P          Time (Lcl) - 0515 EDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                  Injuries
                                                                SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire               Crew     0        0        1        0
    Flight Conducted Under     -14 CFR 91                     · NONE               Pass     0        0        0        1
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-24-250               Eng Make/Model - LYCOMING O-540-A1A5      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2800                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                        Rated Power    -     250 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                      ON AIRPORT
      Method         - N/A                           ST. PETERSBURG,FL
      Completeness   - N/A                       Destination                             Airport Data
    Basic Weather    - IMC                           SAME AS ACC/INC                         OPA-LOCKA
      Wind Dir/Speed- 230/009 KTS                                                            Runway Ident    - 18L
      Visibility     -      1.000 SM             ATC/Airspace                                Runway Lth/Wid  -  4374/  244
      Lowest Sky/Clouds  -        500 FT THIN BKN  Type of Flight Plan - NONE                Runway Surface  - ASPHALT
      Lowest Ceiling       -      800 FT BROKEN    Type of Clearance   - TRAFFIC ADVISORY    Runway Status   - WET
      Obstructions to Vision- UNK/NR               Type Apch/Lndg      - STRAIGHT-IN
      Precipitation        - RAIN SHOWERS                                FULL STOP
      Condition of Light   - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -     40             Medical Certificate - NO MEDICAL
      Certificate(s)/Rating(s)                 Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL,ATP,FLT ENG                    Current        - UNK/NR     Total      -    2600         Last 24 Hrs -       4
         SE LAND,ME LAND                           Months Since   - UNK/NR     Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                   Aircraft Type  - UNK/NR     Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                               Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS LANDING AFTER A X-COUNTRY FLT WHEN THE RIGHT WING & THE PROP CONTACTED THE RWY. THE PLT STATED THAT
THE GEAR HAD COLLAPSED DURING A GO-AROUND. HOWEVER, THE LANDING GEAR WAS INTACT, EXCEPT FOR IMPACT DAMAGE ON THE
RIGHT MAIN GEAR. NO GEAR MALFUNCTION OR PREIMPACT FAILURE WAS FOUND. THE PLT'S LAST PHYSICAL EXAM WAS ON 8/2/81,
BUT THE ISSUANCE OF A NEW MEDICAL CERTIFICATE WAS DENIED.

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Brief of Accident (Continued)

File No. - 1511 6/25/85 OPA LOCKA,FL A/C Reg. No. N9165P Time (Lcl) - 0515 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1483        6/26/85    DAYTONA BEACH,FL           A/C Reg. No. N5744W           Time (Lcl) - 1930 EDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                    SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation         -PERSONAL                         Fire                     Crew    0         0          0         1
      Flight Conducted Under    -14 CFR 91                          NONE                   Pass    0         0          0         0
      Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - PIPER PA-28-160            Eng Make/Model  - LYCOMING O-320-B           ELT Installed/Activated - YES/NO
      Landing Gear  - TRICYCLE-FIXED             Number Engines  -  1                           Stall Warning System - YES
      Max Gross Wt  -    2200                    Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats  -       4                    Rated Power     -     160 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
        Method          - N/A                         SAME AS ACC/INC
        Completeness    - N/A                     Destination                              Airport Data
      Basic Weather     - VMC                         SAME AS ACC/INC                          SPRUCE CREEK
        Wind Dir/Speed- 130/008 KTS                                                            Runway Ident      - 23
        Visibility      -    15.0   SM            ATC/Airspace                                 Runway Lth/Wid    -  3300/  100
        Lowest Sky/Clouds  -      1700 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface    - ASPHALT
        Lowest Ceiling         - 30000 FT OVERCAST   Type of Clearance   - NONE                Runway Status     - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE                                      TOUCH AND GO
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     41                 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
        STUDENT                                 Current        - N/A           Total       -     48         Last 24 Hrs -      1
                                                Months Since   - N/A           Make/Model-      20         Last 30 Days- UNK/NR
                                                Aircraft Type  - N/A           Instrument-       4         Last 90 Days-      5


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT HAD BEEN PRACTICING TOUCH AND GO LANDINGS. ON HIS THIRD LANDING, HE PERMITTED TOO STEEP AN APCH AND
THE NOSE GEAR CONTACTED THE RWY PRIOR TO THE MAIN GEAR. A PORPOISING ACTION THEN DEVELOPED WHICH WAS NOT ARRESTED
PRIOR TO FAILURE OF THE NOSE GEAR. THE ACFT LANDED WITH AN 8 KT 10 DEG LEFT TAILWIND.
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Brief of Accident (Continued)

File No. - 1483 6/26/85 DAYTONA BEACH,FL A/C Reg. No. N5744W Time (Lcl) - 1930 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. FLARE - DELAYED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

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    File No. - 1484       6/27/85    DAYTONA BEACH,FL          A/C Reg. No. N2198T          Time (Lcl) - 1000 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation         -INSTRUCTIONAL                 Fire                    Crew     0        0        0        2
    Flight Conducted Under    -14 CFR 91                      NONE                   Pass     0        0        0        0
    Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-44-180               Eng Make/Model - LYCOMING O-360-E1A6D     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -     3800                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                       Rated Power    -     180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                               Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                    ON AIRPORT
       Method          - N/A                          DAYTONA BEACH,FL
       Completeness    - N/A                       Destination                           Airport Data
     Basic Weather     - VMC                          SAME AS ACC/INC                       DAYTONA BEACH REGIONAL
       Wind Dir/Speed- 300/006 KTS                                                          Runway Ident     - 11
       Visibility     -     10.0    SM            ATC/Airspace                              Runway Lth/Wid   -  7500/  150
       Lowest Sky/Clouds  -    10000 FT SCATTERED   Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE                 Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                       TOUCH AND GO
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      26           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,CFI                         Current        - YES        Total       -   1358        Last 24 Hrs -       2
        SE LAND,ME LAND                        Months Since   -  8         Make/Model-      190        Last 30 Days-      92
                                               Aircraft Type  - PA-44      Instrument-      180        Last 90 Days-     300
                                                                           Multi-Eng -      234

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT SETTLED GEAR UP ONTO THE RWY DURING AN ATTEMPTED GO AROUND FROM A SIMULATED SINGLE ENGINE APCH. THE STUDENT
FLARED TOO HIGH & REQUESTED COMMAND OF BOTH THROTTLES FROM THE CFI. PWR WAS APPLIED & THE FLAPS & GEAR WERE PREMATURELY
RETRACTED. THE ACFT SETTLED ONTO THE RWY GEAR UP.

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Brief of Accident (Continued)

File No. - 1484 6/27/85 DAYTONA BEACH,FL A/C Reg. No. N2198T Time (Lcl) - 1000 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)
1. FLARE - PREMATURE - DUAL STUDENT
2. GO-AROUND - IMPROPER - DUAL STUDENT
3. GEAR RETRACTION - PREMATURE - DUAL STUDENT
4. RAISING OF FLAPS - PREMATURE - DUAL STUDENT
5. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                              Washington, D.C. 20594


                                                   Brief of Accident
      File No. - 1508       6/30/85    COOPER CITY,FL            A/C Reg. No. N8784H            Time (Lcl) - 1900 EDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                   Fatal    Serious    Minor    None
     Type of Operation         -PERSONAL                       Fire                   Crew      0         0         0        1
     Flight Conducted Under    -14 CFR 91                       NONE                  Pass      0         0         0        3
     Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - NORTH AMERICAN NAVION          Eng Make/Model - CONTINENTAL E-225-8      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  1                         Stall Warning System - NO
     Max Gross Wt   -    2750                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                         Rated Power    -     225 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                Airport Proximity
     Wx Briefing       - FSS                         Last Departure Point                     OFF AIRPORT/STRIP
       Method          - TELEPHONE                     STUART,FL
       Completeness    - FULL                        Destination                            Airport Data
     Basic Weather     - VMC                           HOLLYWOOD,FL
       Wind Dir/Speed- 230/010 KTS                                                            Runway Ident     - N/A
       Visibility     -     8.0   SM               ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      15000 FT            Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling        - 15000 FT OVERCAST     Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                              Age -     31              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                    Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                     Current        - NO         Total       -    156        Last 24 Hrs -      4
        SE LAND                                     Months Since   - 23         Make/Model-      20         Last 30 Days-      6
                                                    Aircraft Type  - C-172      Instrument-       3         Last 90 Days-     23

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT THE ENG LOST POWER DURING A DESCENT ABOUT 5 MI FROM THE ARPT. SUBSEQUENTLY, THE LEFT WING &
LEFT MAIN GEAR WERE DAMAGED DURING A FORCED LANDING ON A HIGHWAY RAMP AREA THAT WAS BEING BUILT. AN EXAM OF THE ACFT
REVEALED THAT THE FUEL TANKS CONTAINED ONLY ABOUT 2.5 GAL OF FUEL.
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Brief of Accident (Continued)

File No. - 1508   6/30/85   COOPER CITY,FL   A/C Reg. No. N8784H   Time (Lcl) - 1200 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   DESCENT - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
4. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1509      6/30/85    APALACHICOLA,FL           A/C Reg. No. N28SE             Time (Lcl) - 1800 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                DESTROYED                    Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                       Fire                   Crew     0        0        0       2
     Flight Conducted Under    -14 CFR 91                       NONE                  Pass     0        0        0       0
     Accident Occurred During  -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH 65-A90              Eng Make/Model - P&W PT6A-20              ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -    8800                   Engine Type     - TURBOPROP
     No. of Seats   -       8                   Rated Power    -      550 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                               Airport Proximity
     Wx Briefing       - FSS                  Last Departure Point                    OFF AIRPORT/STRIP
       Method          - IN PERSON              TALLAHASSEE,FL
       Completeness    - WEATHER NOT PERTINENT  Destination                         Airport Data
     Basic Weather     - VMC                    DAYTONA BEACH,FL                      ST GEORGE ISLAND
       Wind Dir/Speed- 210/009 KTS                                                    Runway Ident      - 32
       Visibility     -    4.000 SM         ATC/Airspace                              Runway Lth/Wid   -  3800/   65
       Lowest Sky/Clouds  -     25000 FT      Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling       - 25000 FT BROKEN  Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- HAZE           Type Apch/Lndg      - TOUCH AND GO
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     33           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
         ATP                                Current        - YES     Total       -   6530        Last 24 Hrs -      3
         SE LAND,ME LAND,SE SEA             Months Since  -  6       Make/Model-    300         Last 30 Days-     40
                                            Aircraft Type - MU-2     Instrument-    900         Last 90 Days-    145
                                                                     Multi-Eng -   4050         Rotorcraft   -     30

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
AN ATP PLT (PIC) SAID HE WAS CHECKING OUT ANOTHER (COMMERCIAL) PLT IN THE ACFT. AS THE COMMERCIAL PLT WAS MAKING A
TAKEOFF FROM A TOUCH-&-GO LANDING, THE ACFT LOST ALTITUDE & COLLIDED WITH WATER. THE COMMERCIAL PLT STATED THAT HE
WAS LOOKING FOR THE FLAP CONTROL WHEN THE ACCIDENT OCCURRED.  REPORTEDLY, THE PIC WAS LOOKING FOR SOME CHARTS INSIDE
HIS FLT BAG & DID NOT REALIZE THE ACFT WAS LOSING ALTITUDE UNTIL JUST PRIOR TO IMPACT. THE PIC REPORTED THAT THE
VISIBILITY WAS 3 MI WITH HAZE.

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Brief of Accident (Continued)

File No. - 1509 6/30/85 APALACHICOLA,FL A/C Reg. No. N28SE Time (Lcl) - 1830 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

```
  1. TOUCH-AND-GO LANDING - PERFORMED - COPILOT
  2. WEATHER CONDITION - HAZE
  3.   PROPER CLIMB RATE - NOT MAINTAINED - COPILOT
  4.       IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - COPILOT
  5. SUPERVISION - INADEQUATE - PILOT IN COMMAND
  6.       IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
  7. TERRAIN CONDITION - WATER,ROUGH
```

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 1510       7/04/85    DAYTONA BEACH,FL          A/C Reg. No. N92ER              Time (Lcl) - 1700 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                  Fatal    Serious    Minor      None
      Type of Operation          -INSTRUCTIONAL                Fire                  Crew      0         0          1          0
      Flight Conducted Under     -14 CFR 141                    NONE                 Pass      0         0          0          0
      Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 172P                  Eng Make/Model - LYCOMING O-320-D2J        ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2400                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                       Rated Power    -     160 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                  Airport Proximity
      Wx Briefing     - FSS                          Last Departure Point                       ON AIRPORT
        Method        - TELEPHONE                      DAYTONA BEACH,FL
        Completeness  - UNK/NR                        Destination                              Airport Data
      Basic Weather   - VMC                             LOCAL                                     DAYTONA BEACH
        Wind Dir/Speed- 110/010 KTS                                                               Runway Ident     - 06L
        Visibility    -      9.0   SM               ATC/Airspace                                  Runway Lth/Wid   -  7500/  150
        Lowest Sky/Clouds  -    30000 FT SCATTERED   Type of Flight Plan - VFR                    Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE                Type of Clearance   - NONE                   Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE                                      FULL STOP
        Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      31                 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                       Flight Time (Hours)
          STUDENT                                  Current        - N/A         Total      -     112        Last 24 Hrs -        1
                                                   Months Since   - N/A         Make/Model-      49        Last 30 Days- UNK/NR
                                                   Aircraft Type  - N/A         Instrument- UNK/NR          Last 90 Days-       24
                                                                                Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT ENTERED THE TRAFFIC PATTERN AFTER MAKING A LOCAL SOLO TRAINING FLT. HE STATED THAT DURING THE LANDING
PATTERN, HE REDUCED THE THE THROTTLE INCREMENTALLY & DID NOT USE CARBURETOR HEAT. AS THE ACFT WAS ON FINAL APCH AT
ABOUT 50 FT AGL, THE PROPELLER SLOWED DOWN & THE ACFT'S RATE OF DESCENT INCREASED RAPIDLY. SUBSEQUENTLY, THE ACFT
TOUCHED DOWN HARD & WAS SUBSTANTIALLY DAMAGED. THE TEMP & DEW POINT WERE 87 & 65 DEG, RESPECTIVELY. ACCORDING TO ICING
PROBABILITY CHARTS, SERIOUS CARBURETOR ICING WAS PROBABLE AT GLIDE POWER.
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Brief of Accident (Continued)

File No. - 1510 7/04/85 DAYTONA BEACH,FL A/C Reg. No. N92ER Time (Lcl) - 1700 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                                National Transportation Safety Board
                                     Washington, D.C. 20594



                                        Brief of Accident

      File No. - 1514      7/14/85    CEDAR KEY,FL              A/C Reg. No. N13714           Time (Lcl) - 1551 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor    None
      Type of Operation         -PERSONAL                       Fire                  Crew     0         0         0        1
      Flight Conducted Under    -14 CFR 91                       NONE                 Pass     0         0         0        3
      Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - CESSNA 177B               Eng Make/Model - LYCOMING O-360-A1F6D    ELT Installed/Activated - YES/NO
      Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt  -    2500                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -      4                    Rated Power    -     180 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                             Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                  OFF AIRPORT/STRIP
        Method        - N/A                          CEDAR KEY,FL
        Completeness  - N/A                       Destination                         Airport Data
      Basic Weather   - VMC                          JACKSONVILLE,FL
        Wind Dir/Speed- 120/007 KTS                                                      Runway Ident    - N/A
        Visibility    -    10.0   SM              ATC/Airspace                            Runway Lth/Wid  - N/A
        Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface  - N/A
        Lowest Ceiling         - NONE               Type of Clearance   - NONE            Runway Status   - N/A
        Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     40              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
          PRIVATE                              Current         - YES      Total        -    408      Last 24 Hrs -      4
          SE LAND                              Months Since   -  1        Make/Model-       4      Last 30 Days- UNK/NR
                                               Aircraft Type - C-172      Instrument-      52      Last 90 Days-     63


          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT SHORTLY AFTER TAKING OFF, WHILE FLYING AT 1400 FT, THERE WAS A STRONG ODOR OF FUEL IN THE
CABIN, THEN THE ENG LOST POWER. HE WAS UNABLE TO RESTART THE ENG & SUBSEQUENTLY DITCHED THE ACFT IN THE GULF OF
MEXICO ABOUT 1/4 MI SOUTH OF CEDAR KEY, FL. THE ACFT WAS RECOVERED FROM WHERE IT SANK IN 20 FT OF WATER. AN EXAM
OF THE ENG, FUEL SYS & RELATED COMPONENTS REVEALED NO EVIDENCE OF A PREIMPACT PART FAILURE OR MALFUNCTION; HOWEVER,
THERE WAS CONSIDERABLE IMPACT DAMAGE FROM DITCHING.

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Brief of Accident (Continued)

File No. - 1514 7/14/85 CEDAR KEY,FL A/C Reg. No. N13714 Time (Lcl) - 1551 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1513 7/17/85 LEESBURG,FL A/C Reg. No. N3781S Time (Lcl) - 2245 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	2

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4
Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 8000 FT
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
LEESBURG,FL
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
LEESBURG
Runway Ident - 13
Runway Lth/Wid - 4984/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	96	Last 24 Hrs -	1
Make/Model-	96	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	3

Instrument Rating(s) - NONE

----Narrative----

THE PLT EXPERIENCED AN ELECTRICAL FAILURE WHILE ON A NIGHT FLT & WAS UNABLE TO ACTIVATE THE RWY LIGHTS BY KEYING HIS RADIO. HE ELECTED TO LAND ON THE UNLIGHTED RWY WITHOUT ANY LANDING LIGHTS RATHER THAN DIVERT TO ANOTHER ARPT. THE PLT STATED THAT DURING THE APCH TO LAND, HE REALIZED THAT HE WAS NOT LINED UP PROPERLY WITH THE RWY, & WHEN HE ATTEMPTED TO CORRECT THE ACFT'S ALIGNMENT WITH THE RWY, THE RIGHT WING "LOST LIFT" & STRUCK THE GROUND. LAW INFORCEMENT PERSONNEL REPORTED THAT THE PLT HAD A SLIGHT ODOR OF ALCOHOL ON HIS PERSON; HOWEVER, THE PLT PASSED A PHYSICAL AGILITY SOBRIETY TEST. HE HAD MADE ONLY ONE NIGHT LANDING WITHIN THE PRECEDING 90 DAYS; THUS, HE DID NOT MEET THE REQUIRMENTS OF FAR 61.57 FOR NIGHT RECENCY OF EXPERIENCE.

Brief of Accident (Continued)

File No. - 1513　7/17/85　LEESBURG,FL　A/C Reg. No. N3781S　Time (Lcl) - 2245 EDT

Occurrence #1　AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation　CRUISE - NORMAL

Finding(s)
1. ELECTRICAL SYSTEM - FAILURE,TOTAL
2. COMM/NAV EQUIPMENT - INOPERATIVE
3. LANDING LIGHT - INOPERATIVE

Occurrence #2　IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation　APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. LIGHT CONDITION - DARK NIGHT
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED -
9. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
10. TERRAIN CONDITION - GROUND
11. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,11

Factor(s) relating to this accident is/are finding(s) 1,4,6,9

Brief of Accident

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    File No. - 1506       7/20/85    FROSTPROOF,FL              A/C Reg. No. N4941G            Time (Lcl) - 1345 EDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation        -INSTRUCTIONAL                   Fire                  Crew      0        0        0        2
      Flight Conducted Under   -14 CFR 91                        NONE                 Pass      0        0        0        1
      Accident Occurred During -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 172N              Eng Make/Model - LYCOMING O-320-H2AD       ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    2300                  Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                  Rated Power    -     160 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                        SEBRING,FL
        Completeness   - N/A                    Destination                             Airport Data
      Basic Weather    - VMC                        WINTER HAVEN,FL
        Wind Dir/Speed- 180/015 KTS                                                        Runway Ident     - N/A
        Visibility    -     7.0    SM            ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -      3000 FT          Type of Flight Plan - NONE                Runway Surface   - N/A
        Lowest Ceiling       -    3000 FT BROKEN   Type of Clearance   - NONE                Runway Status    - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - PRECAUTIONARY LANDING
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      27           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review               Flight Time (Hours)
          COMMERCIAL,CFI                          Current         - YES      Total       -   2690        Last 24 Hrs -      10
          SE LAND,ME LAND                         Months Since   - 10        Make/Model-    455        Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR    Instrument-    257        Last 90 Days-    285
                                                                             Multi-Eng -    390

          Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE INSTRUCTOR PLT (CFI) REPORTED THAT WHILE CRUISING AT 2000 FT, THE ACFT ENG BEGAN LOSING POWER. HE ELECTED TO LAND
ON A NARROW HIGHWAY THAT WAS BORDERED BY TREES. HE STATED THAT DURING THE LANDING, THE WIND BLEW THE ACFT OFF THE
ASPHALT SURFACE, THE NOSE WHEEL ENCOUNTERED SANDY TERRAIN & THE ACFT NOSED OVER. DURING THE INVESTIGATION, THE ENG
WAS REMOVED & PLACED ON AN ENG STAND FOR AN OPERATIONAL CHECK. THE ENG STARTED & RAN TO FULL POWER WITH NO INDICATION
OF A FAILURE OR MALFUNCTION. THE CFI REPORTED THAT THE WIND WAS FROM 180 DEG AT 15 KTS. APRX 15 MI NORTHWEST AT
BARTOW, FL, THE 1350 WIND WAS FROM 140 DEG AT 4 KTS.
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Brief of Accident (Continued)

File No. - 1506 7/20/85 FROSTPROOF,FL A/C Reg. No. N4941G Time (Lcl) - 1345 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. WEATHER CONDITION - UNFAVORABLE WIND
5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1586 7/28/85 DAVISVILLE,FL A/C Reg. No. N1243M Time (Lcl) - 1000 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING - ROLL

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PENSACOLA,FL
Destination
LITTLE ROCK,AR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRSTRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 450
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT ON LANDING ROLL OUT AT THE AGRICULTURAL AIRSTRIP, THE AIRCRAFT STRUCK A DITCH CAUSING THE NOSE GEAR TO COLLAPSE.

Brief of Accident (Continued)

File No. - 1586   7/28/85   DAVISVILLE,FL   A/C Reg. No. N1243M   Time (Lcl) - 1000 CDT

Occurrence #1   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - DITCH

Occurrence #2   NOSE GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 1584       8/04/85    MELBOURNE,FL                A/C Reg. No. N4744C           Time (Lcl) - 1309 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                  SUBSTANTIAL                 Fatal    Serious    Minor     None
      Type of Operation        -PERSONAL                        Fire                 Crew      0         0         0         1
      Flight Conducted Under   -14 CFR 91                        NONE                Pass      0         0         0         1
      Accident Occurred During -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 210N              Eng Make/Model - CONTINENTAL IO 520 SERIES ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    3800                  Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -      6                   Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                Airport Proximity
      Wx Briefing     - FSS                       Last Departure Point                     ON AIRPORT
        Method        - TELEPHONE                   SAVANNAH,GA
        Completeness  - WEATHER NOT PERTINENT     Destination                            Airport Data
      Basic Weather   - VMC                         SAME AS ACC/INC                        MELBOURNE REGIONAL
        Wind Dir/Speed- 020/011 KTS                                                        Runway Ident     - 09R
        Visibility    -    10.0   SM            ATC/Airspace                               Runway Lth/Wid   -  9481/  150
        Lowest Sky/Clouds -     2000 FT SCATTERED  Type of Flight Plan - IFR               Runway Surface   - ASPHALT
        Lowest Ceiling        - NONE               Type of Clearance   - IFR               Runway Status    - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - VISUAL
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     56             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
          PRIVATE                              Current        - YES      Total      -   628       Last 24 Hrs -      6
          SE LAND                              Months Since   -  1       Make/Model-    174       Last 30 Days-      6
                                               Aircraft Type  - 210      Instrument-    233       Last 90 Days-     28
                                                                         Multi-Eng -     38

          Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
ACT SWERVED LEFT AFTER LANDING AND CRASHED AT DRAINAGE DITC H APPX 50 FT NORTH OF RWY. THE PILOT STATED HE WAS UNABLE
TO EFFECT A TIMELY RECOVERY FROM THE LEFT SWERVE AND THAT "A MORE CONSISTENT TRAINING EFFORT COULD SHARPEN MY REACTIONS
TO THIS SORT OF UNEXPECTED EVENT."

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Brief of Accident (Continued)

File No. - 1584 8/04/85 MELBOURNE,FL A/C Reg. No. N4744C Time (Lcl) - 1309 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1589   8/05/85   LONGWOOD,FL   A/C Reg. No. N1752X   Time (Lcl) - 2130 EDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -CHAPMAN AIR, INC.
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO 520 SERIES
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 080/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
JACKSONVILLE,FL
Destination
ORLANDO,FL

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION
SOFT

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - 210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1820
Make/Model- UNK/NR
Instrument- 198
Multi-Eng - 800
Last 24 Hrs - 1
Last 30 Days- 20
Last 90 Days- 270

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS 12 MILES OUT & CLEARED FOR A VISUAL APCH WHEN THE PLT REPORTED TOTAL LOSS OF ENG POWER. EXAMINATION OF THE WRECKAGE DISCLOSED ABOUT FOUR FLUID OUNCES OF FUEL REMAINING IN FUEL TANKS. ENTRY ON MAINTENANCE DISCREPANCY SHEET READ "FUEL GAUGES ARE 100% UNRELIABLE.   CHECK TANKS VISUALLY"

Brief of Accident (Continued)

File No. - 1589   8/05/85   LONGWOOD,FL   A/C Reg. No. N1752X   Time (Lcl) - 2130 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   DESCENT - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. LIGHT CONDITION - LIGHT CONDITION

Occurrence #3   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
4. TERRAIN CONDITION - NONE SUITABLE
5. LIGHT CONDITION - LIGHT CONDITION
6. OBJECT - UTILITY POLE

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
7. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1590 8/10/85 ST.PETERSBURG,FL A/C Reg. No. N300JS Time (Lcl) - 1154 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - HUGHES 269C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360D1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/003 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TARPON SPRINGS,FL
Destination
ST.PETERSBURG,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
ALBERT WHITED
Runway Ident - 24
Runway Lth/Wid - 3322/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,SE SEA
HELICOPTER

Age - 52
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1294
Make/Model - 123
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 59

Instrument Rating(s) - NONE

----Narrative----

THE PILOT OF THE HELICOPTER WAS EXECUTING A QUICK STOP IN A DOWNWIND CONDITION. AS HE INCREASED COLLECTIVE PITCH CONTROL, THE ROTOR RPM BLED DOWN. THE PILOT STATED THAT HE INCREASED COLLECTIVE PITCH TO INCREASE RPM AND THE AIRCRAFT CRASHED.

Brief of Accident (Continued)

File No. - 1590 8/10 85 ST.PETERSBURG,FL A/C Reg. No. N300JS Time (Lcl) - 1154 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation MANEUVERING

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - DISREGARDED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - EMERGENCY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1591      8/12/85    JACKSONVILLE,FL            A/C Reg. No. N6522C            Time (Lcl) - 0842 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                        Fire                 Crew     0        0        0        2
    Flight Conducted Under   -14 CFR 91                        NONE                Pass     0        0        0        0
    Accident Occurred During -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-32RT-300T          Eng Make/Model - LYCOMING TIO-540 SER      ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-RETRACTABLE        Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt  -    3600                     Engine Type     - RECIP-FUEL INJECTED
    No. of Seats  -       7                     Rated Power     -     300 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                      ON AIRPORT
      Method         - TELEPHONE                   ATMORE,AL
      Completeness   - WEATHER NOT PERTINENT     Destination                            Airport Data
    Basic Weather    - IMC                         JACKSONVILLE,FL                         JACKSONVILLE INT'L
      Wind Dir/Speed- 050/004 KTS                                                          Runway Ident     - 07
      Visibility     -    2.000 SM             ATC/Airspace                                Runway Lth/Wid   -  8000/  150
      Lowest Sky/Clouds  -      2000 FT SCATTERED  Type of Flight Plan - IFR               Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE              Type of Clearance   - IFR                 Runway Status    - DRY
      Obstructions to Vision- HAZE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     44           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                     Flight Time (Hours)
        CFI                                   Current         - YES      Total       -    715        Last 24 Hrs -       12
        SE LAND,ME LAND,SE SEA                Months Since    -  1       Make/Model-        8        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-       95        Last 90 Days-       48
                                                                         Multi-Eng -       37

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PILOT STATED THAT WHILE ENROUTE HE EXPERIENCED AN ELECTRICAL SYSTEM FAILURE. DURING APPROACH TO THE AIRPORT HE
COULD NOT GET THE LANDING GEAR TO EXTEND AND HE MADE A GEAR UP LANDING. AS THE AIRCRAFT WAS RAISED AFTER THE
ACCIDENT THE LANDING GEAR EXTENDED AND LOCKED. POST CRASH INSPECTION OF THE AIRCRAFT'S ELECTRICAL SYSTEM AND LANDING
GEAR SYSTEM REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION.
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Brief of Accident (Continued)

File No. - 1591   8/12/85   JACKSONVILLE,FL   A/C Reg. No. N6522C   Time (Lcl) - 0842 EDT

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
2. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

   File No. - 1471       2/09/85    ACWORTH,GA                A/C Reg. No. N53170            Time (Lcl) - 1700 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                  Fire                  Crew     0        1        1       0
    Flight Conducted Under     -14 CFR 91                       NONE                 Pass     0        0        0       0
    Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                 Eng Make/Model - LYCOMING O-235          ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    1670                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     2                      Rated Power    -     110 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
      Method          - N/A                       KENNESAW,GA
      Completeness    - N/A                    Destination                           Airport Data
    Basic Weather     - VMC                       LOCAL
      Wind Dir/Speed- 300/005 KTS                                                      Runway Ident     - N/A
      Visibility    -    15.0   SM            ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE              Runway Surface   - DIRT
      Lowest Ceiling         - NONE             Type of Clerrance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - SIMULATED FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -      23             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                   Flight Time (Hours)
       COMMERCIAL,CFI                       Current       - YES      Total      -     325        Last 24 Hrs - UNK/NR
       SE LAND                              Months Since  -  6       Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR   Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                     Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED POWER LINES AND DESCENDED UNCONTROLLED TO THE TERRAIN DURING THE RECOVERY PHASE OF A SIMULATED
FORCED LANDING. THE SIMULATED FORCED LANDING WAS INITIATED BY THE CFI AT AN ALT OF APRX 800 FT AGL OVER THE MEDIAN
STRIP OF HWY 75. THE STUDENT SUCCESSFULLY FOLLOWED THROUGH WITH THE SIMULATED FORCED LANDING UNTIL AN ALT OF APRX
150 FT AGL WAS REACHED AT WHICH TIME THE CFI TOOK OVER THE CONTROLS FOR RECOVERY. A FEW SECONDS AFTER APPLYING POWER TO
CLIMB, BOTH PLTS SAW HIGH TENSION WIRES IN THE FLT PATH. THE CFI PUSHED THE NOSE OF THE ACFT DOWN IN AN ATTEMPT TO FLY
UNDER THE LINES, HOWEVER, THE ACFT CONTACTED THE LINES AND THE ACFT CAME TO REST INVERTED.
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Brief of Accident (Continued)

File No. - 1471 2/09/85 ACWORTH,GA A/C Reg. No. N5317Q Time (Lcl) - 1700 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
3. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)
6. CLEARANCE - ATTEMPTED - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
7. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

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Brief of Accident

File No. - 1573 5/02/85 ATLANTA,GA A/C Reg. No. N902BH Time (Lcl) - 0714 EDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -READI-AIR
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-31
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 2

Eng Make/Model - LYCOMING TIO-540
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 150/010 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 400 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ATLANTA,GA
Destination
SAVANNAH,GA

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
HARTSFIELD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4220
Make/Model- 81
Instrument- 237
Multi-Eng - 875
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 102

Instrument Rating(s) - NONE

----Narrative----

ON MAY 2, 1985, AT 0714 EDT, A PIPER PA-31, N902BH, REGISERED TO PAUL M. FURNEE, WAS STRUCK BY A GROUND VEHICLE WHILE TAXIING FOR TAKE OFF AT HARTSFIELD INTERNATIONAL AIRPORT, ATLANTA, GEORGIA ON AN AIRTAXI CARGO FLIGHT. INSTRUMENT METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND AN IFR FLIGHT PLAN WAS FILED.

Brief of Accident (Continued)

File No. - 1573   5/02/85   ATLANTA,GA   A/C Reg. No. N902BH   Time (Lcl) - 0714 EDT

Occurrence #1   ON GROUND COLLISION WITH OBJECT
Phase of Operation   TAXI - TO TAKEOFF

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
2. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) :

National Transportation Safety Board
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Brief of Accident

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     File No. - 1486       6/02/85    KENNESAW,GA                 A/C Reg. No. N8704N            Time (Lcl) - 2335 EDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                      Fire                 Crew       1        0          0         0
      Flight Conducted Under     -14 CFR 91                      NONE                Pass       2        0          0         0
      Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-28-140         Eng Make/Model  - LYCOMING O-320-E2A       ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED          Number Engines  -  1                          Stall Warning System - YES
      Max Gross Wt   -    2150                 Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                  Rated Power     -     150 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                               Airport Proximity
      Wx Briefing       - NWS                      Last Departure Point                    OFF AIRPORT/STRIP
        Method          - TELEPHONE                  ASHLAND,KY
        Completeness    - WEATHER NOT PERTINENT    Destination                           Airport Data
      Basic Weather     - VMC                        ATLANTA,GA
        Wind Dir/Speed- 290/004 KTS                                                        Runway Ident     - N/A
        Visibility      -     7.0   SM            ATC/Airspace                              Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     10000 FT SCATTERED  Type of Flight Plan - VFR              Runway Surface   - DIRT
        Lowest Ceiling          - NONE               Type of Clearance   - VFR              Runway Status    - HIGH VEGETATION
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
        Precipitation           - NONE
        Condition of Light      - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     34            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
          PRIVATE                               Current        - YES       Total       -    181        Last 24 Hrs - UNK/NR
          SE LAND                               Months Since   - 11        Make/Model-     136        Last 30 Days- UNK/NR
                                                Aircraft Type  - PA-28     Instrument-       7        Last 90 Days- UNK/NR

          Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
PRIOR TO TAKEOFF THE PLT AND HIS BROTHER-IN-LAW ADDED 20 GALLONS OF AUTOMOTIVE FUEL TO THE ACFT FUEL TANKS. THE LEVEL
OF THE FUEL, ACCORDING TO THE BROTHER-IN-LAW, WAS BELOW THE FILLER NECK TABS. AFTER ABOUT THREE HRS OF FLT THE PLT
RADIOED A MAYDAY AND STATED THAT HE WAS OUT OF FUEL. THE ACFT STRUCK TREES LESS THAN TWO MILES FROM MCCOLLUM ARPT.
NO FUEL WAS FOUND IN THE ACFT TANKS.

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Brief of Accident (Continued)

File No. - 1486 6/02/85 KENNESAW,GA A/C Reg. No. N8704N Time (Lcl) - 2335 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
5. REFUELING - MISJUDGED - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. FLIGHT MANUALS - POOR - MANUFACTURER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6,7

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                                   Brief of Accident

    File No. - 1507      7/04/85    BLAKLEY,GA              A/C Reg. No. N8429           Time (Lcl) - 1830 EDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-AGRICULTURAL AIRCRAFT            Aircraft Damage                      Injuries
                                                                   SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation          -POSITIONING                     Fire                   Crew    0        0        0        1
      Flight Conducted Under     -14 CFR 91                        NONE                  Pass    0        0        0        0
      Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - QUINN / EL TOMCAT MK-5A         Eng Make/Model - LYCOMING VO-435-A1D      ELT Installed/Activated - NO -N/A
      Landing Gear   - SKID                             Number Engines -  1                          Stall Warning System - NO
      Max Gross Wt   -     500                          Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       1                          Rated Power    -     240 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                      Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING          Last Departure Point                     OFF AIRPORT/STRIP
        Method         - N/A                              SAME AS ACC/INC
        Completeness   - N/A                           Destination                            Airport Data
      Basic Weather    - VMC                              LOCAL
        Wind Dir/Speed- 190/011 KTS                                                             Runway Ident     - N/A
        Visibility     -     7.0    SM                 ATC/Airspace                              Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     3500 FT SCATTERED       Type of Flight Plan - NONE              Runway Surface   - N/A
        Lowest Ceiling         - 25000 FT BROKEN         Type of Clearance   - NONE              Runway Status    - N/A
        Obstructions to Vision- NONE                     Type Apch/Lndg      - FORCED LANDING
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     57           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                              Current        - YES        Total       -  20000        Last 24 Hrs - UNK/NR
          SE LAND                                 Months Since  -  4          Make/Model-    3650         Last 30 Days- UNK/NR
          HELICOPTER                              Aircraft Type - MK-5A       Instrument- UNK/NR          Last 90 Days-     150
                                                                              Multi-Eng - UNK/NR          Rotorcraft   -  18000

          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE EN ROUTE TO REPOSITION THE HELICOPTER TO ANOTHER FARM, THE ENG LOST POWER. THE PLT REPORTED THAT DURING AN
AUTOROTATION, THE MAIN ROTOR LOST SOME RPM AS HE STRETCHED HIS GLIDE TO AVOID A FENCE. AS THE HELICOPTER TOUCHED
DOWN ON UNEVEN TERRAIN, THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM. AN EXAM OF THE ENG REVEALED THAT A CONNECTING
ROD HAD FAILED.

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Brief of Accident (Continued)

File No. - 1507 7/04/85 BLAKLEY,GA A/C Reg. No. N8429 Time (Lcl) - 1830 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - FENCE
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
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Brief of Accident

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    File No. - 1515        7/18/85     MOULTRIE,GA                 A/C Reg. No. N386T             Time (Lcl) - 0900 EDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT             Aircraft Damage                          Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -AERIAL APPLICATION               Fire                   Crew     0         0         0         1
    Flight Conducted Under     -14 CFR 137                        NONE                  Pasn     0         0         0         0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELL 47D1
    Landing Gear   - SKID                  Eng Make/Model - LYCOMING VO-435-A1B        ELT Installed/Activated - UNK/NR
    Max Gross Wt   -    2200               Number Engines -  1                            Stall Warning System - NO
    No. of Seats          3                Engine Type    - RECIPROCATING-CARBURETOR
                                           Rated Power    -     200 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                          Itinerary                                    Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                     SAME AS ACC/INC
       Completeness   - N/A                 Destination                               Airport Data
     Basic Weather    - VMC                     LOCAL
       Wind Dir/Speed- 070/004 KTS                                                      Runway Ident      - N/A
       Visibility     -    7.0   SM          ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - NONE               Runway Surface    - N/A
       Lowest Ceiling          - NONE          Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- NONE            Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot In-Command                       Age -     29          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                           Current         - UNK/NR     Total        -   2053        Last 24 Hrs - UNK/NR
        SE LAND                              Months Since    - UNK/NR     Make/Model- UNK/NR           Last 30 Days- UNK/NR
        HELICOPTER                           Aircraft Type   - UNK/NR     Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

      Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT WHILE HE WAS ON AN AERIAL APPLICATION MISSION, THE HELICOPTER RAN OUT OF FUEL. DURING AN
AUTOROTATION, THE MAIN ROTOR SEVERED THE TAIL BOOM.
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Brief of Accident (Continued)

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     File No. - 1515       7/18/85    MOULTRIE,GA              A/C Reg. No. N586T              Time (Lcl) - 0900 EDT
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Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     MANEUVERING - AERIAL APPLICATION

Finding(s)
  1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. FLUID,FUEL - EXHAUSTION
  3.   FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     LANDING
-------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  4. TERRAIN CONDITION   OPEN FIELD
-------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3
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                                        Brief of Accident
     File No. - 1587       7/30/85    COLQUITT,GA                A/C Reg. No. N3647X          Time (Lcl) - 1330 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT               Aircraft Damage
                                                                     SUBSTANTIAL                       Injuries
     Type of Operation           -AERIAL APPLICATION                Fire                    Fatal   Serious   Minor   None
     Flight Conducted Under      -14 CFR 137                         ON GROUND        Crew     0       0        0      1
     Accident Occurred During    -LANDING                                             Pass     0       0        0      0
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - ROCKWELL INTERNATIONAL S-2R    Eng Make/Model  - P & W R1340 SERIES       ELT Installed/Activated - NO -N/A
     Landing Gear    - TAILWHEEL-ALL FIXED            Number Engines  -  1                          Stall Warning System - NO
     Max Gross Wt    -    7000                        Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -       1                        Rated Power     -     600 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                       Itinerary                               Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING         Last Departure Point                    OFF AIRPORT/STRIP
        Method          - N/A                             SAME AS ACC/INC
        Completeness    - N/A                          Destination
      basic Weather     - VMC                             SAME AS ACC/INC                     Airport Data
        Wind Dir/Speed- 240/006 KTS
        Visibility      -     7.0    SM                ATC/Airspace                             Runway Ident     - N/A
        Lowest Sky/Clouds  -     3000 FT SCATTERED      Type of Flight Plan  - NONE             Runway Lth/Wid   - N/A
        Lowest Ceiling       - 20000 FT BROKEN          Type of Clearance    - NONE             Runway Surface   - DIRT
        Obstructions to Vision- NONE                    Type Apch/Lndg       - FORCED LANDING   Runway Status    - HIGH VEGETATION
        Precipitation        - NONE
        Condition of Light   - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command
      Certificate(s)/Rating(s)              Age -     48                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
         COMMERCIAL                         Biennial Flight Review                    Flight Time (Hours)
         SE LAND                               Current         - YES       Total      -    2085         Last 24 Hrs -       6
         HELICOPTER                            Months Since    -  3        Make/Model-     1736         Last 30 Days- UNK/NR
                                               Aircraft Type   - 172       Instrument-        0         Last 90 Days-      20

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THE PILOT UNINJURED WHEN THE AIRCRAFT FLIPPED UPSIDE DOWN IN A FIELD
DURING A FORCED LANDING IN AN OPEN FIELD FOLLOWING ENGINE   FAILURE. A POST ACCIDENT EXAMINATION OF THE ENGINE REVEALED
THE NUMBER SEVEN CYLINDER FAILED. NO DETERMINATION COULD BE MADE AS TO THE CAUSE OF THE FAILURE.
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Brief of Accident (Continued)

File No. - 1587 7/30/85 COLQUITT,GA A/C Reg. No. N3647X Time (Lcl) - 1330 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #. NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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Brief of Accident

File No. - 1588   8/01/85   QUITMAN,GA   A/C Reg. No. N31FG   Time (Lcl) - 1240 EDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - BELL TH-13T
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - LYCOMING O-435
Number Engines - 1
Engine Type - RECIPRUCATING-CARBURETOR
Rated Power - 270 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

HELICOPTER

Instrument Rating(s) - NONE

Age - 31
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1950
Make/Model- 1950
Instrument- 0
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 125
Rotorcraft - 1950

----Narrative----

PILOT STATED THAT AFTER COMPLETING A LEFT TURN AT THE END OF A COTTON FIELD, THE AIRCRAFT YAWED SHARPLY TO THE LEFT AND THE YAW COULD NOT BE CONTROLLED WITH CYCLIC CONTROL. ANOTHER LEFT TURN AT THE OPPSITE END OF THE FIELD THE AIRCRAFT AGAIN YAWED TO THE LEFT. CONTROL WAS REGAINED AND AS A PRECAUTIONARY LANDING WAS BEING MADE IN THE COTTON FIELD THE MAIN ROTOR BLADES STRUCK THE GROUND CAUSING THE AIRCRAFT TO ROLL ONTO ITS SIDE. POST CRASH INSPECTION OF THE AIRCRAFT'S FLIGHT CONTROL SYSTEM REVEALED NO EVIDENCE TO INDICATE PRECRASH MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1588   8/01/85   QUITMAN,GA   A/C Reg. No. N31FG   Time (Lcl) - 1240 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1528       9/11/85    DALTON,G                  A/C Reg. No. N2906J            Time (Lcl) - 1530 EDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                           Injuries
                                                               SUBSTANTIAL                   Fatal    Serious    Minor    None
    Type of Operation         -PERSONAL                      Fire                    Crew     0         0          0        1
    Flight Conducted Under    -14 CFR 91                      NONE                   Pass     0         0          0        1
    Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150G              Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    1600                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                  Rated Power     -     100 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRPORT
      Method         - N/A                       ROME,GA
      Completeness   - N/A                    Destination                             Airport Data
    Basic Weather    - VMC                       SAME AS ACC/INC                          DALTON MUNI
      Wind Dir/Speed- 200/005 KTS                                                         Runway Ident     - N/A
      Visibility     -    10.0   SM            ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE               Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -    63              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
        STUDENT                              Current       - N/A       Total        -    70         Last 24 Hrs - UNK/NR
                                             Months Since  - N/A       Make/Model-       70         Last 30 Days- UNK/NR
                                             Aircraft Type - N/A       Instrument-        2         Last 90 Days-      14

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING ARRIVAL, THE STUDENT PLT ELECTED TO LAND ON A TAXIWAY SINCE THE RWY WAS CLOSED FOR CONSTUCTION. HE STATED
THAT HE MADE A NORMAL PATTERN, BUT WAS A LITTLE HIGH ON FINAL APCH. HE REPORTED THAT HE FLARED ABOUT 20 FT ABOVE THE
TAXIWAY, THEN THE ACFT LANDED HARD. SUBSEQUENTLY, THE ACFT BOUNCED A COUPLE OF TIMES, THE NOSE GEAR COLLAPSED & THE
ACFT NOSED OVER.

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Brief of Accident (Continued)

File No. - 1528   9/11/85   DALTON,GA   A/C Reg. No. N2906J   Time (Lcl) - 1530 EDT

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2   NOSE GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
4. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3   NOSE OVER
Phase of Operation   LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2

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Brief of Accident

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     File No. - 1599      10/10/85    MARIETTA,GA                 A/C Reg. No. N9623Q           Time (Lcl) - 1405 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                         Fire                Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                         NONE                Pass     0        0        0        1
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 305A(O-1A)           Eng Make/Model - CONTINENTAL O-470-11B    ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - UNK/NR
    Max Gross Wt   - UNK/NR                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                      Rated Power    -     230 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                              Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                   OFF AIRPORT/STRIP
      Method         - TELEPHONE                   MARIETTEA,GA
      Completeness   - WEATHER NOT PERTINENT     Destination                          Airport Data
    Basic Weather    - VMC                         LOCAL                                MCCOLLUM
      Wind Dir/Speed- CALM                                                              Runway Ident      - 27
      Visibility     -    7.0   SM             ATC/Airspace                             Runway Lth/Wid    -  4591/   75
      Lowest Sky/Clouds  -     4000 FT SCATTERED Type of Flight Plan - VFR              Runway Surface    - ASPHALT
      Lowest Ceiling         - NONE              Type of Clearance   - VFR              Runway Status     - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     37             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                          Current        - UNK/NR    Total       -   3857        Last 24 Hrs -       1
        SE LAND                             Months Since   -  0        Make/Model-       12        Last 30 Days- UNK/NR
        HELICOPTER                          Aircraft Type  - UNK/NR    Instrument-      467        Last 90 Days-     124
                                                                                                   Rotorcraft  -    3504

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
--------------------------------------------------------------------------------------------------------------------
----Narrative----
AIRCRAFT WAS ON TOUCH AND GO LANDING.  PILOT ALLOWED AIRCRAFT TO BECOME AIRBORNE PREMATURELY. FLAPS WERE NOT
RAISED DURING GO AROUND AND PILOT STATED HE LOST IT. AIRCRAFT VEERED TO LEFT AFTER INITIAL LIFT OFF FOR GO AROUND
TOUCHED DOWN REPEATEDLY,WITH SECOND TOUCHDOWN IN GRASS OFF RUNWAY. WHEN AIRCRAFT WOULD NOT FLY PILOT REDUCED THROTTLE
TO IDLE AND STEERED AIRCRAFT TO RIGHT. LEFT WING TIP STRUCK TREE YAWING AIRCRAFT 180 DEGREES WHERE IT CAME TO REST.
PILOT HAD 12 HOURS IN CONVENTIONAL GEAR AIRCRAFT ALL WITHIN PREVIOUS 60 DAYS. PILOT REPORTED THAT THE WINDSOCK WAS LIMP.
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Brief of Accident (Continued)

File No. - 1599 10/10/85 MARIETTA,GA A/C Reg. No. N96230 Time (Lcl) - 1405 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                       Brief of Accident

     File No. - 1575      10/14/85    ATLANTA,GA               A/C Reg. No. N75030          Time (Lcl) - 1645 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                  Injuries
                                                               SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                     Fire                 Crew    0        0        0        1
     Flight Conducted Under     -14 CFR 91                     NONE                Pass    0        0        0        1
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - SCHWEIZER HUGHES 269C      Eng Make/Model - LYCOMING IO-360-D1A      ELT Installed/Activated - NO -N/A
     Landing Gear   - SKID                       Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    2050                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       3                    Rated Power    -     190 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                        ATLANTA,GA
       Completeness   - N/A                     Destination                           Airport Data
     Basic Weather    - VMC                        LOCAL
       Wind Dir/Speed- CALM                                                              Runway Ident     - N/A
       Visibility     -     7.0   SM           ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -       CLEAR           Type of Flight Plan - NONE             Runway Surface   - GRASS/TURF
       Lowest Ceiling         - NONE              Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - SIMULATED FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      31             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL                              Current         - YES      Total       -    2473        Last 24 Hrs -       4
                                                 Months Since    -  3       Make/Model-     1903        Last 30 Days- UNK/NR
         HELICOPTER                              Aircraft Type - UNK/NR     Instrument-       78        Last 90 Days-     199
                                                                                                        Rotorcraft   -   2473

         Instrument Rating(s)   - HELICOPTER
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A PRACTICE AUTOROTATION THE ACFT EXPERIENCED A HARD LDG WHEN THE PLT FAILED TO ARREST THE SINK RATE
PRIOR TO CONTACTING THE GROUND.

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Brief of Accident (Continued)

File No. - 1575   10/14/85   ATLANTA,GA   A/C Reg. No. N75030   Time (Lcl) - 1645 EDT

Occurrence	HARD LANDING
Phase of Operation	LANDING

Finding(s)

1. AUTOROTATION - SIMULATED - PILOT IN COMMAND
2. DESCENT - CONTINUED - PILOT IN COMMAND
3. FLARE - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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Brief of Accident

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     File No. - 1416       2/14/85    HILO,HI                    A/C Reg. No. N58395            Time (Lcl) - 1650 HST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                    Fatal   Serious   Minor   None
    Type of Operation          -POSITIONING                   Fire                   Crew      0        0        0       1
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0        0        0       1
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HUGHES 369-D            Eng Make/Model - ALLISON 250-C20B       ELT Installed/Activated - YES/NO
    Landing Gear   - HIGH SKID               Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -    3000                 Engine Type    - TURBOSHAFT
    No. of Seats   -       5                 Rated Power    -    4398 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                      HILO,HI
      Completeness   - N/A                   Destination                              Airport Data
    Basic Weather    - VMC                      KAHULUI,HI
      Wind Dir/Speed- 030/010 KTS                                                       Runway Ident     - N/A
      Visibility     -    20.0   SM          ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling         - NONE            Type of Clearance   - VFR                Runway Status    - N/A
      Obstructions to Vision- NONE             Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     35             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL,CFI                        Current       - YES       Total       -   9345      Last 24 Hrs - UNK/NR
       SE LAND,ME LAND                       Months Since  - 12        Make/Model-    4820      Last 30 Days- UNK/NR
       HELICOPTER      GYROPLANE             Aircraft Type - 369-D     Instrument-     190      Last 90 Days- UNK/NR
                                                                       Multi-Eng -     100      Rotorcraft   -    8000

       Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE HELICOPTER TAIL BOOM WAS DAMAGED BY THE MAIN ROTOR BLADES DURING A FORCED AUTOROTATIVE LANDING. THE PLT REPORTED
THAT SHORTLY AFTER TAKEOFF AT AN ALT OF 4500 FT MSL, THE ENG N2 DROPPED TO 92% AND APRX 15 SECONDS LATER, THE ENG
FLAMED OUT. INVESTIGATION REVEALED THE HELICOPTER WAS FUELED WITH AVGAS INSTEAD OF TURBINE FUEL JUST PRIOR TO TAKEOFF
THE ENG OPERATING MANUAL APPROVES OF THIS FUEL SUBSTITUTION IN EMERGENCY SITUATIONS, HOWEVER, IT ADVISED THAT WHEN
AVGAS IS USED  THE FUEL BOOST PUMP MUST BE LEFT ON. THE PLT WAS UNABLE TO RECALL WHETHER OR NOT THE PUMP WAS ON.

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                                        Brief of Accident (Continued)

     File No. - 1416      2/14/85    HILO,HI                      A/C Reg. No. N58395             Time (Lcl) - 1650 HST
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Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     CRUISE

Finding(s)
  1. FLUID,FUEL - OTHER
  2.   FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
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Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
----------------------------------------------------------------------------------------------------------------------

Occurrence #3          HARD LANDING
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  3. TERRAIN CONDITION - CROP
----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3
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National Transportation Safety Board
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Brief of Accident

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   File No. - 1455        6/13/85    WAIPAHU,HI                 A/C Reg. No. N6573S           Time (Lcl) - 1145 HST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor     None
     Type of Operation         -INSTRUCTIONAL                   Fire                   Crew      0       2        0         0
     Flight Conducted Under    -14 CFR 91                        NONE                  Pass      0       0        0         0
     Accident Occurred During  -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150H              Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    1600                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                   Rated Power    -      100 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                   Airport Proximity
     Wx Briefing      - NWS                        Last Departure Point                        OFF AIRPORT/STRIP
       Method         - TELEPHONE                    BARBERS POINT,HI
       Completeness   - WEATHER NOT PERTINENT     Destination                               Airport Data
     Basic Weather    - VMC                          LOCAL
       Wind Dir/Speed- 060/010 KTS                                                             Runway Ident      - N/A
       Visibility     -    15.0    SM             ATC/Airspace                                 Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -        4500 FT SCATTERED  Type of Flight Plan - VFR                Runway Surface    - N/A
       Lowest Ceiling        - NONE                  Type of Clearance   - VFR                 Runway Status     - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg       - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -      60            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
         ATP,CFI                                   Current         - YES        Total      -  11713        Last 24 Hrs -        3
         SE LAND,ME LAND                           Months Since   -  3          Make/Model-   1400         Last 30 Days- UNK/NR
                                                   Aircraft Type - C-150        Instrument-   2842         Last 90 Days-       86
                                                                                Multi-Eng -   5600         Rotorcraft   - UNK/NR

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
APRX 1/2 HR INTO THIS DUAL INSTRUCTIONAL FLT THE ACFT STRUCK UNMARKED HIGH VOLTAGE PWR CABLES, ENTERED AN UNCONTROLLED
DESCENT AND STRUCK THE GROUND. ONE OF THE PURPOSES OF THE FLT WAS TO PRACTICE EMERGENCY APCH PROCEDURES. BOTH THE
INSTRUCTOR AND THE STUDENT PLT WERE SERIOUSLY INJURED AND DO NOT REMEMBER THE EVENTS IMMEDIATELY BEFORE, DURING OR
IMMEDIATELY AFTER THE ACCIDENT. THE ENG OPERATED AT 2400 RPM ON A TEST STAND WITH LITTLE VIBRATION AFTER THE ACCIDENT.

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Brief of Accident (Continued)

File No. - 1455 6/13/85 WAIPAHU,HI A/C Reg. No. N6573S Time (Lcl) - 1145 HST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation UNKNOWN

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INATTENTIVE - DUAL STUDENT
3. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
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                                   Brief of Accident
     File No. - 1401       6/07/85    DES MOINES,IA             A/C Reg. No. N3502M           Time (Lcl) - 1405 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage
                                                                 SUBSTANTIAL                          Injuries
     Type of Operation           -INSTRUCTIONAL                 Fire                   Fatal   Serious   Minor   None
     Flight Conducted Under      -14 CFR 91                      NONE           Crew     0        0        0       2
     Accident Occurred During    -LANDING                                       Pass     0        0        0       0
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-181
     Landing Gear   - TRICYCLE-FIXED          Eng Make/Model - LYCOMING O-360-A4M     ELT Installed/Activated - YES/NO
     Max Gross Wt   -    2450                 Number Engines -  1                        Stall Warning System - YES
     No. of Seats   -       4                 Engine Type    - RECIPROCATING-CARBURETOR
                                              Rated Power    -     180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                     ON AIRPORT
        Method        - N/A                       DES MOINES,IA
        Completeness  - N/A                    Destination                             Airport Data
      Basic Weather   - VMC                       LOCAL                                  DES MOINES
        Wind Dir/Speed- 230/010 KTS                                                      Runway Ident     - 30
        Visibility    -    15.0   SM          ATC/Airspace                               Runway Lth/Wid   -  3202/  100
        Lowest Sky/Clouds  -    CLEAR           Type of Flight Plan - NONE               Runway Surface   - ASPHALT
        Lowest Ceiling       - NONE             Type of Clearance   - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE            Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation        - NONE                                   FULL STOP
        Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     34               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                             Current        - YES        Total        -     164        Last 24 Hrs -      1
          SE LAND                             Months Since   -  3         Make/Model-          1        Last 30 Days- UNK/NR
                                              Aircraft Type  - PA-28RT    Instrument- UNK/NR            Last 90 Days-      9
                                                                          Multi-Eng - UNK/NR            Rotorcraft   - UNK/NR
          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A FULL STOP LANDING THE PLT APPLIED BRAKES TO ARREST THE LANDING ROLL AND UPON APPLICATION OF THE BRAKES, THE
ACFT VEERED SLOWLY TO THE LEFT WITHOUT SLOWING DOWN. THE CHECK PLT APPLIED HIS BRAKES TO ASSIST THE PLT, BUT WITHOUT
ANY EFFECT. THE ACFT CONTINUED OFF THE RUNWAY WHERE IT SUSTAINED SUBSTANTIAL DAMAGE. THE ACFT BRAKING SYSTEM WAS
REPLACED 140 FLT HOURS PRIOR TO THIS OCCURRENCE. THE ACFT IS USED EXTENSIVELY FOR STUDENT PLT TRAINING. THE ACFT
BRAKE SYSTEM SHOWED EXCESSIVE WEAR ON THE BRAKE LININGS. THE BRAKE LINING PUCKS EXCEEDED THEIR EFFECTIVE LIMIT WHICH
ALLOWED HYDRAULIC FLUID BLEED-BY.
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Brief of Accident (Continued)

File No. - 1401 6/07/85 DES MOINES,IA A/C Reg. No. N3502M Time (Lcl) - 1405 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
2. LANDING GEAR,NORMAL BRAKE SYSTEM - NO PRESSURE
3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
4. FLUID,HYDRAULIC - LEAK
5. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
6. MAINTENANCE,REPLACEMENT - DELAYED - COMPANY MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

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Brief of Accident

File No. - 1442 9/06/85 OXFORD,IA A/C Reg. No. N9557K Time (Lcl) - 2015 CDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 190/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
MANKATO,MN
Destination
IOWA CITY,IA

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - HIGH VEGETATION

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 307
Make/Model - 13
Instrument - 60
Multi-Eng - 6
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 64

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ENG QUIT ABRUPTLY WHILE THE ACFT WAS CRUISING AT 3,500 FEET. THE ACFT COLLIDED WITH STANDING CORN DURING THE NIGHT FORCED LANDING. AFTER THE ACDT THE FUEL SELECTOR WAS FOUND ON THE LT FUEL TANK, THE LT TANK WAS EMPTY AND THE RT FUEL TANK WAS FULL. THE PLT SAID BOTH TANKS WERE FULL BEFORE TAKEOFF AND THE MIXTURE WAS AT FULL RICH DURING THE ENTIRE 1 HR, 50 MIN FLT.

Brief of Accident (Continued)

File No. - 1442 9/06/85 OXFORD,IA A/C Reg. No. N9557K Time (Lcl) - 2015 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. LIGHT CONDITION - DARK NIGHT

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1456        9/15/85    WHAT CHEER,IA              A/C Reg. No. N8262U            Time (Lcl) - 1940 CDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                        Injuries
                                                                   SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                         Fire                 Crew     0        1        0        0
     Flight Conducted Under     -14 CFR 91                         NONE                Pass     0        0        0        0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-181            Eng Make/Model - LYCOMING O-360-A4M       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2450                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                    Rated Power    -     180 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing     - FSS                         Last Departure Point                       OFF AIRPORT/STRIP
       Method        - TELEPHONE                     DES MOINES,IA
       Completeness  - WEATHER NOT PERTINENT       Destination                              Airport Data
     Basic Weather   - VMC                           IOWA CITY,IA
       Wind Dir/Speed- 140/008 KTS                                                            Runway Ident     - N/A
       Visibility    -    10.0   SM              ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -   25000 FT SCATTERED    Type of Flight Plan - VFR                 Runway Surface   - DIRT
       Lowest Ceiling        - NONE                 Type of Clearance   - NONE                Runway Status    - HIGH VEGETATION
       Obstructions to Vision- HAZE                 Type Apch/Lndg      - STRAIGHT-IN                            SOFT
       Precipitation         - NONE                                       PRECAUTIONARY LANDING
       Condition of Light    - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                              Age -     57                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                    Biennial Flight Review                     Flight Time (Hours)
        PRIVATE                                    Current        - YES          Total      -     157          Last 24 Hrs -       3
        SE LAND                                    Months Since   -  1           Make/Model-      127          Last 30 Days- UNK/NR
                                                   Aircraft Type  - PA-28        Instrument-        4          Last 90 Days-       7
                                                                                 Multi-Eng - UNK/NR            Rotorcraft  - UNK/NR
        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS OBSERVED FLYING THROUGH THE TOP OF A TREE, THEN THROUGH A FOUR STRAND HIGH VOLTAGE PWR LINE. FINAL IMPACT
WAS RELATIVELY FLAT IN A SOY-BEAN FIELD. THE PLT LATER STATED THAT HE HAD BECOME DISORIENTED IN FLT AND HALLUCINATED
THAT HE WAS IN A PIPER J-3 ACFT INSTEAD OF A PIPER ARCHER. HE SAID HE MUST HAVE LOST CONTROL AS HE REMEMBERED NOTHING
MORE UNTIL HE FELT THE ACFT CRASHING. THE ACFT WAS OBSERVED BY WITNESSES FLYING THRU THE TOPS OF SOME SMALL TREES AND
CONTINUING ON THRU A SMALL PWR LINE BEFORE MAKING A "PAN-CAKE" LANDING IN AN OPEN SOYBEAN FLD WHERE IT SLID ON IT'S
BELLY FOR 120 FT BEFORE STOPPING. THE ACFT WAS RELATIVELY INTACT AND THE ENG RAN WHEN TESTED AFTER THE ACCIDENT. THE
BATTERY HAD COME LOOSE FROM IT'S MOUNTING BOX IN THE BAGGAGE COMPARTMENT AND ENDED UP IN THE RIGHT FRONT COCKPIT ON
THE FLOOR. THE PLT WAS FOUND WALKING OUTSIDE THE ACFT AFTER THE ACCIDENT. HE HAD A SPRAINED ANKLE AND LACERATIONS ON
HIS HEAD. THE PLT ALSO HAD A HISTORY OF MEDICAL PROBLEMS.
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                                   Brief of Accident (Continued)

     File No. - 1456      9/15/85    WHAT CHEER,IA               A/C Reg. No. N8262U              Time (Lcl) - 1940 CDT
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Occurrence #1          MISCELLANEOUS/OTHER
Phase of Operation     CRUISE

Finding(s)
  1. LIGHT CONDITION - NIGHT
  2.   BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  3. WEATHER CONDITION - HAZE
  4.   WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
  5.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSIOLOGICAL CONDITION - PILOT IN COMMAND
  6. JUDGEMENT - CONFLICTING - PILOT IN COMMAND
  7.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT - PILOT IN COMMAND
  8.     INCAPACITATION - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     DESCENT - EMERGENCY

Finding(s)
  9. DESCENT - PREMATURE - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
 10. TERRAIN CONDITION - CROP
 11. TERRAIN CONDITION - OPEN FIELD
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 4,5,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,10,11
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1542 9/20/85 KALONA,IA A/C Reg. No. N78227 Time (Lcl) - 0812 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 7.0 SM
Lowest Sky/Clouds - 600 FT SCATTERED
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
WASHINGTON,IA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - SOFT

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1419
Make/Model- 102
Instrument- 150
Multi-Eng - 16
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 127

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT ON THE INITIAL INDICATION OF RAIN, HE ELECTED TO TAKEOFF FROM THE HARVESTED SOYBEAN FIELD BEFORE IT BECAME MUDDY. THE FIELD WAS SOFT & WAS ABOUT 2100 FT LONG. BEFORE THE ACDNT, THE WIND WAS FROM THE SOUTH, SO THE PLT BEGAN HIS TAKEOFF IN THAT DIRECTION. AFTER LIFT-OFF, HE BECAME CONCERNED ABOUT TREES AHEAD & BEGAN A SHALLOW TURN. THE ACFT BEGAN SETTLING DURING THE TURN & SUBSEQUENTLY COLLIDED WITH THE GROUND. AFTER THE ACDNT, THE WIND WAS NOTED TO HAVE CHANGED & WAS BLOWING FROM THE NORTH.

Brief of Accident (Continued)

File No. - 1542 9/20/85 KALONA,IA A/C Reg. No. N78227 Time (Lcl) - 0812 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - UNFAVORABLE WIND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1420 7/05/85 MCCALL,ID A/C Reg. No. N5829P Time (Lcl) - 0830 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
YELLOW PINE,ID
Destination
MCCALL,ID

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 806
Make/Model- 65
Instrument- UNK/NR
Multi-Eng - 134
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 34
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A FLD FOLLOWING FUEL EXHAUSTION. THE PLT REPORTED HE DEPARTED YELLOW PINE, ID, WITH THE FUEL GAGES INDICATING 1/2. UPON REACHING AN ALT OF 10,000 FT, THE ENG QUIT DUE TO FUEL EXHAUSTION. THE RIGHT FUEL TANK WAS THEN SELECTED AND THE ENG WAS RESTARTED. A LANDING WAS MADE AT CASCADE, ID, TO OBTAIN FUEL, HOWEVER, FUEL WAS NOT AVAILABLE AT THE ARPT. TAKEOFF FROM CASCADE WAS MADE WITH THE FUEL GAGE INDICATING 1/4 FULL. AT AN ALT OF 6,500 FT, 3 MILES FROM MCCALL ARPT, THE ENG QUIT ONCE AGAIN DUE TO FUEL EXHAUSTION AND THE FORCED LANDING RESULTED.

Brief of Accident (Continued)

File No. - 1420   7/05/85   MCCALL,ID   A/C Reg. No. N5829P   Time (Lcl) - 0830 MDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1419 7/13/85 AMERICAN FALLS,ID A/C Reg. No. N25678 Time (Lcl) - 1345 MDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BLACKFOOT,ID
Destination
TWIN FALLS,ID

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 18
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 37
Make/Model- 3
Instrument- 0
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT SOLO X-COUNTRY FLT DEPARTED OGDEN, UT, AT APRX 1130 MDT AND MADE A TOUCH & GO AT BLACK FOOT, ID, AT APRX 135 MDT. THE PLT STATED THE LANDING WAS A LITTLE ROUGH AND DUE TO THE DISTRACTION, HE FORGOT TO SWITCH FUEL TANKS. FUEL EXHAUSTION OCCURRED AT 1345 MDT AND A FORCED LANDING WAS MADE IN A POTATOE FLD WHERE THE ACFT NOSED OVER. THE PLT STATED A PRINTED EMERGENCY CHECKLIST WAS NOT AVAILABLE AND HE WAS NOT INSTRUCTED TO MEMORIZE A CHECKLIST FOR ENG FAILURE PROCEDURES WHICH INCLUDES SWITCHING FUEL TANKS.

Brief of Accident (Continued)

File No. - 1419 7/13/85 AMERICAN FALLS,ID A/C Reg. No. N25678 Time (Lcl) - 1345 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. IMPROPER USE OF PROCEDURE,IMPROPER TRAINING - PILOT IN COMMAND(CFI)
3. FUEL TANK SELECTOR POSITION - NOT FOLLOWED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1489 6/28/85 MUNDELEIN,IL A/C Reg. No. N44340 Time (Lcl) - 1030 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - TAYLORCRAFT BC12-D1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 120/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 72
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3850
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CONTACTED TERRAIN IN A NEAR VERTICAL ATTITUDE APRX 1/4 MILE EAST OF THE PLT'S PRIVATE AIRSTRIP. THERE WERE NO WITNESSES TO THE ACCIDENT, HOWEVER, THE ACFT WAS OBSERVED FLYING AT LOW ALTITUDES PRIOR TO THE ACCIDENT. AN AUTOPSY REPORT ON THE PASSENGER DISCLOSED SEVERE CORONARY ARTERY DISEASE AND A RECENT HEMORRHAGE INTO A PLAQUE AT THE ORIGIN OF THE LEFT CIRCUMFLEX ARTERY.

Brief of Accident (Continued)

File No. - 1489   6/28/85   MUNDELEIN,IL   A/C Reg. No. N44340   Time (Lcl) - 1030 CDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   UNKNOWN

Finding(s)
1. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
2. PHYSICAL IMPAIRMENT(HEART ATTACK) - OTHER PERSONNEL

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
3. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

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    File No. - 1436      7/05/85    MT. CARMEL,IL               A/C Reg. No. N9909P             Time (Lcl) - 1630 CDT
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----Basic Information----
      Type Operating Certificate-AGRICULTURAL AIRCRAFT           Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation          -AERIAL APPLICATION             Fire                   Crew     0         0         0         1
      Flight Conducted Under     -14 CFR 137                      NONE                  Pass     0         0         0         0
      Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-36-285             Eng Make/Model - CONTINENTAL TIARA 6-285   ELT Installed/Activated - NO -N/A
      Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    3800                     Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       1                     Rated Power    -     285 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                         SAME AS ACC/INC
        Completeness   - N/A                      Destination                             Airport Data
      Basic Weather    - VMC                         SAME AS ACC/INC                          BECKERMAN
        Wind Dir/Speed- 300/010 KTS                                                           Runway Ident     - N/A
        Visibility     -    15.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - N/A
        Lowest Ceiling         - NONE                Type of Clearance   - NONE                Runway Status    - N/A
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     34              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL                             Current          - YES         Total       -    3900        Last 24 Hrs -       5
          SE LAND,ME LAND                        Months Since    -  4           Make/Model-     800        Last 30 Days- UNK/NR
          HELICOPTER                             Aircraft Type - UNK/NR         Instrument-     150        Last 90 Days-     150
                                                                                Multi-Eng -    1450        Rotorcraft  -     300

          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HIS ACFT WAS LOADED WITH DRY FERTILIZER. FOLLOWING TAKEOFF FROM THE SOD STRIP HE FAILED TO CLEAR
A DIRT BANK AT THE SOUTH END OF THE AIRSTRIP. AFTER STRIKING THE DIRT BANK HE IMPACTED IN A CORNFIELD NOSE DOWN.
FOLLOWING THE ACCIDENT THE PLT STATED TO AN FAA OPERATIONS INSPECTOR THAT HE WAS OVERGROSSED FOR THE FLD CONDITIONS
OF THAT DAY. THE PLT'S ESTIMATE OF THE AIR TEMPERATURE AT THE TIME OF THE ACCIDENT WAS 93 DEGS F.
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Brief of Accident (Continued)

File No. - 1436 7/05/85 MT. CARMEL,IL A/C Reg. No. N9909P Time (Lcl) - 1630 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - EXCEEDED
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - TEMPERATURE EXTREMES
4. AIRCRAFT WEIGHT AND BALANCE - MISJUDGED - PILOT IN COMMAND
5. TERRAIN CONDITION - DIRT BANK
6. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 1474       7/16/85    SCHAUMBURG,IL              A/C Reg. No. N4349K            Time (Lcl) - 2000 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                 SUBSTANTIAL                       Injuries
    Type of Operation           -PERSONAL                                               Fatal   Serious   Minor    None
    Flight Conducted Under      -14 CFR 91                      Fire             Crew     0        0        0        1
    Accident Occurred During    -LANDING                         NONE            Pass     0        0        0        0
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-28-161
    Landing Gear  - TRICYCLE-FIXED       Eng Make/Model - LYCOMING O-320        ELT Installed/Activated - YES/NO
    Max Gross Wt  -    2325              Number Engines -  1                      Stall Warning System  - YES
    No. of Seats  -       4              Engine Type    - RECIPROCATING-CARBURETOR
                                         Rated Power    -     160 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data
    Wx Briefing      - NO RECORD OF BRIEFING    Itinerary                              Airport Proximity
      Method         - N/A                        Last Departure Point                   OFF AIRPORT/STRIP
      Completeness   - N/A                          SAME AS ACC/INC
    Basic Weather    - VMC                       Destination                           Airport Data
      Wind Dir/Speed- 090/007 KTS                   SAME AS ACC/INC                      SCHAUMBURG
      Visibility     -    20.0   SM                                                      Runway Ident     - N/A
      Lowest Sky/Clouds  -   CLEAR               ATC/Airspace                            Runway Lth/Wid   - N/A
      Lowest Ceiling        - NONE                 Type of Flight Plan - NONE            Runway Surface   - N/A
      Obstructions to Vision- NONE                 Type of Clearance   - NONE            Runway Status    - N/A
      Precipitation         - NONE                 Type Apch/Lndg      - FORCED LANDING
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     42             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                  Flight Time (Hours)
       STUDENT                            Current        - N/A         Total      -    72        Last 24 Hrs -      1
                                          Months Since   - N/A         Make/Model-    66        Last 30 Days- UNK/NR
                                          Aircraft Type  - N/A         Instrument-     0        Last 90 Days-      3

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED A DITCH DURING A FORCED LANDING FOLLOWING A LOSS OF PWR SHORTLY AFTER TAKEOFF. THE PLT REPORTED THAT
AT AN ALT OF APRX 200 FT AGL, DURING THE TAKEOFF CLIMB, A TOTAL LOSS OF PWR OCCURRED. A LEFT TURN WAS MADE IN AN ATTEMPT
TO AVOID BUILDINGS AND THE LANDING WAS MADE IN A FLD ADJACENT TO THE RWY. POST ACCIDENT INSPECTION REVEALED THE FUEL
SELECTOR WAS POSITIONED BTW THE LEFT TANK AND OFF POSITIONS. THE FUEL DETENT WAS DEPRESSED AND CARPET FIBERS WERE FOUND
IN THE DETENT. THE ENG WAS TEST RUN AND WHEN THE FUEL SELECTOR WAS PLACED BTW THE LEFT TANK AND OFF POSITIONS, THE ENG
WOULD QUIT WITHIN 3 MINUTES.
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Brief of Accident (Continued)

File No. - 1474 7/16/85 SCHAUMBURG,IL A/C Reg. No. N4349K Time (Lcl) - 2000 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - EMERGENCY

Finding(s)
1. FLUID,FUEL - STARVATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM,SELECTOR VALVE - FAILURE,PARTIAL
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
5. FUEL SUPPLY - REDUCED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1448      7/22/85    LINCOLN,IL                  A/C Reg. No. N4460U          Time (Lcl) - 1910 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire                Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                       NONE               Pass     0        0        0        1
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 150G                 Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    1600                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       2                     Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing       - UNK/NR                   Last Departure Point                       OFF AIRPORT/STRIP
      Method          - UNK/NR                     SAME AS ACC/INC
      Completeness    - UNK/NR                  Destination                               Airport Data
    Basic Weather     - VMC                        SAME AS ACC/INC                          LOGAN COUNTY
      Wind Dir/Speed- 030/011 KTS                                                           Runway Ident     - N/A
      Visibility    -    15.0   SM             ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds -       CLEAR            Type of Flight Plan - NONE                 Runway Surface   - N/A
      Lowest Ceiling          - NONE             Type of Clearance   - NONE                 Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     61            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                Current          - YES     Total       -    189        Last 24 Hrs -       1
        SE LAND                                Months Since  -  2         Make/Model-      187        Last 30 Days- UNK/NR
                                               Aircraft Type - C-150      Instrument-        8        Last 90 Days-      52

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
WHEN THE PLT ADDED PWR ON FINAL APCH, THE ENG DID NOT RESPOND. AN EMERGENCY LANDING WAS MADE IN A ROUGH FLD. THE
RELATIVE HUMIDITY WAS APRX 60%. NO MECHANICAL FAILURES/MALFUNCTIONS WERE DISCOVERED DURING AN ENG EXAMINATION.

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Brief of Accident (Continued)

File No. - 1448   7/22/85   LINCOLN,IL   A/C Reg. No. N4460U   Time (Lcl) - 1910 CDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1537 7/27/85 ROCKFORD, IL A/C Reg. No. N67455 Time (Lcl) - 1500 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
GALESBURG, IL
Destination
JANESVILLE, WI

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
GREATER ROCKFORD
Runway Ident - 18
Runway Lth/Wid - 8199/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 26
Make/Model- 26
Instrument- 1
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT ORIGINALLY PLANNED A X-COUNTRY FLT FROM JANESVILLE, WI, TO CHAMPAIGN, IL, TO GALESBURG, IL & BACK TO JANESVILLE. THE TOTAL ROUTE OF FLT WAS APRX 390 MI. THE PLT HAD CALCULATED THAT HE NEEDED 3-3/4 HRS OF FUEL. AT CHAMPAIGN, HE PURCHASED AN ADDITIONAL 5 GAL OF FUEL. HOWEVER, ABOUT 26 MI SHORT OF HIS DESTINATION, THE ENG BEGAN LOSING POWER & QUIT RUNNING DUE TO FUEL EXHAUSTION. THE PLT TRIED TO REACH A NEARBY ARPT, BUT WAS UNABLE. DURING A FORCED LANDING, THE RIGHT WING TIP HIT A TREE WHICH RESULTED IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1537 7/27/85 ROCKFORD,IL A/C Reg. No. N67455 Time (Lcl) - 1500 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1487   5/25/85   INDIANAPOLIS,IN   A/C Reg. No. N5219A   Time (Lcl) - 1100 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - BUSINESS
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - HUGHES 369E
Landing Gear - SKID
Max Gross Wt - 3550
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 210/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
INDIANAPOLIS,IN
Destination
INDIANAPOLIS,IN

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 42
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - 500E

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2325
Make/Model - 980
Instrument - 158
Last 24 Hrs - 3
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR
Rotorcraft - 2156

Instrument Rating(s) - AIRPLANE,HELICOPTER

----Narrative----

AS THE HELICOPTER WAS ON DOWNWIND FOR THE HELIPORT, THE PLT EXPERIENCED AN PWR INTERRUPTION AND EVENTUALLY A ENG FAILURE. HE WAS ATTEMPTING AN AUTOROTATION TO RAILROAD TRACKS WHEN HE SAW WIRES. HE MANAGED TO MISS THE WIRES BUT BY DOING SO HE EXPENDED THE ROTOR RPM AND CRASHED ONTO THE RAILROAD TRACKS AND THE HELICOPTER ROLLED OVER. INSPECTION REVEALED THE BYPASS HOSE FROM THE ENG FUEL PUMP FILTER TO THE FUEL FILTER PRESSURE SWITCH WAS TWISTED. THE FITTING ON THE FUEL FILTER WAS FOUND LOOSE AND COULD BE TURNED WITH FINGER PRESSURE.

Brief of Accident (Continued)

File No. - 1487 5/25/85 INDIANAPOLIS,IN A/C Reg. No. N5219A Time (Lcl) - 1100 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. FUEL SUPPLY - REDUCED - COMPANY MAINTENANCE PSNL
2. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. MAINTENANCE,INSPECTION OF AIRCRAFT - POOR - COMPANY MAINTENANCE PSNL
4. MAINTENANCE,REPLACEMENT - IMPROPER - COMPANY MAINTENANCE PSNL
5. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
7. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
8. OBJECT - WIRE,TRANSMISSION

Occurrence #3 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6,7,8

Brief of Accident

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   File No. - 1447       7/28/85    HOBART,IN                 A/C Reg. No. N1CK             Time (Lcl) - 0900 CDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                  Injuries
                                                               SUBSTANTIAL              Fatal    Serious    Minor     None
     Type of Operation        -PERSONAL                       Fire               Crew      0         0         0        1
     Flight Conducted Under   -14 CFR 91                       NONE              Pass      0         0         0        1
     Accident Occurred During -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH C33-A              Eng Make/Model - CONTINENTAL IO-520     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                         Stall Warning System - UNK/NR
     Max Gross Wt   -    1775                  Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       5                  Rated Power    -    285 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                               Airport Proximity
     Wx Briefing     - UNK/NR                  Last Departure Point                    OFF AIRPORT/STRIP
       Method        - UNK/NR                    LUDINGTON,MI
       Completeness  - UNK/NR                 Destination                           Airport Data
     Basic Weather   - VMC                       LANSING,IL
       Wind Dir/Speed- 225/010 KTS                                                    Runway Ident     - N/A
       Visibility    -   15.0   SM           ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -      CLEAR          Type of Flight Plan - NONE             Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE           Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE            Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     40             Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
         PRIVATE                               Current        - YES      Total        -   3250        Last 24 Hrs -       1
         SE LAND                               Months Since   - 15       Make/Model-     2850        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument-      380        Last 90 Days- UNK/NR

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ENG LOST COMPLETE PWR DURING CRUISE. THE PLT LANDED ON A ROAD AND THE ACFT COLLIDED WITH A PILE OF GRAVEL. FUEL
WAS FOUND IN BOTH TANKS. HOWEVER, THE BLADDER FUEL TANKS WERE FOUND PARTIALLY COLLAPSED. THE FUEL CAP "O" RINGS WERE
TO BE REPLACED BUT WERE NOT AT THE TIME OF THE ACCIDENT.

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Brief of Accident (Continued)

File No. - 1447 7/28/85 HOBART, IN A/C Reg. No. N1CK Time (Lcl) - 0900 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM,TANK - BUCKLED
3. FUEL SYSTEM,LINE - BLOCKED(TOTAL)
4. FUEL SYSTEM,CAP - WORN
5. MAINTENANCE,INSTALLATION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1445       8/31/85    WABASH,IN                 A/C Reg. No. N66550            Time (Lcl) - 1845 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL               Fatal   Serious    Minor    None
     Type of Operation            -INSTRUCTIONAL               Fire                 Crew    0        0         1        0
     Flight Conducted Under       -14 CFR 91                    NONE                Pass    0        0         0        0
     Accident Occurred During     -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150M                  Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    1600                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                      Rated Power    -      100 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing       - UNK/NR                    Last Departure Point                     OFF AIRPORT/STRIP
       Method          - UNK/NR                      STURGIS,MI
       Completeness    - UNK/NR                   Destination                            Airport Data
     Basic Weather     - VMC                         SAME AS ACC/INC
       Wind Dir/Speed- 160/004 KTS                                                          Runway Ident      - N/A
       Visibility    -     7.0   SM              ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -    25000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface    - N/A
       Lowest Ceiling          - NONE              Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     30               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
         STUDENT                                  Current         - N/A        Total      -    48         Last 24 Hrs -       4
                                                  Months Since    - N/A        Make/Model-    48         Last 30 Days- UNK/NR
                                                  Aircraft Type   - N/A        Instrument-     0         Last 90 Days-      38

         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS ON A PLANNED 3 LEG X-COUNTRY. ON THE SECOND LEG, HE BECAME ILL AND WAS LOST FOR ABOUT ONE HOUR.
HE DID NOT REFUEL AS HE THOUGH ENOUGH FUEL REMAINED TO RETURN TO WABASH. THE ENG STOPPED ABOUT 7 MILES FROM WABASH.
THE ACFT NOSED DOWN IN A FLD AT ABOUT A 45 DEG ANGLE FROM AN ALT OF APRX 100 FT AGL DURING THE FORCED LANDING. NO FUEL
WAS FOUND IN EITHER FUEL TANK AFTER THE ACCIDENT.
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Brief of Accident (Continued)

File No. - 1445   8/31/85   WABASH,IN   A/C Reg. No. N66550   Time (Lcl) - 1845 EST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. FUEL SUPPLY - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
7. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 1433 9/12/85 OLATHE,KS A/C Reg. No. N52690 Time (Lcl) - 1831 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
JOHNSON COUNTY EXECUTIVE
Runway Ident - 17
Runway Lth/Wid - 4099/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 24
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 56
Make/Model- 33
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 31

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT LOST DIRECTIONAL CONTROL OF THE ACFT WHILE PRACTICING TOUCH & GO LANDINGS. WINDS IN THE LOCAL AREA WERE REPORTED BY FSS AS BEING FROM 110 DEGS AT 12 KTS, GUSTING TO 17 KTS. THE PLT LOST CONTROL OF THE ACFT DURING A LANDING ROLL, RAN OFF THE SIDE OF THE RWY, COLLAPSED THE NOSE GEAR AND THE ACFT FLIPPED TO THE INVERTED POSITION.

File No. - 1433 9/12/85 OLATHE,KS A/C Reg. No. N52690 Time (Lcl) - 1831 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

Brief of Accident

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    File No. - 1579      10/11/85    SALINA,KS                A/C Reg. No. N9758K          Time (Lcl) - 0905 CDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                        Injuries
                                                              DESTROYED                   Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                        Fire                 Crew     1        0        0       0
    Flight Conducted Under   -14 CFR 91                        NONE                Pass     1        0        0       0
    Accident Occurred During -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-24               Eng Make/Model - LYCOMING O-360-A4M      ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt  -   2450                    Engine Type    - RECIPROCATING-CARBURETOR
    No  of Seats  -      4                    Rated Power    -    180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                           Airport Proximity
    Wx Briefing      - FSS                    Last Departure Point                 OFF AIRPORT/STRIP
      Method         - IN PERSON                SALINA,KS
      Completeness   - FULL                   Destination                        Airport Data
    Basic Weather    - IMC                      NORTHPLATTE,NE
      Wind Dir/Speed- 070/004 KTS                                                  Runway Ident     - N/A
      Visibility     -     1.500 SM          ATC/Airspace                          Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      UNK/NR         Type of Flight Plan - IFR           Runway Surface   - N/A
      Lowest Ceiling        -    400 FT OVERCAST  Type of Clearance - IFR           Runway Status    - N/A
      Obstructions to Vision- FOG              Type Apch/Lndg      - NONE
      Precipitation         - DRIZZLE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     51          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL,CFI                     Current        - YES     Total       -   1020       Last 24 Hrs  - UNK/NR
        SE LAND                            Months Since   -  1      Make/Model-     1005       Last 30 Days- UNK/NR
                                           Aircraft Type  - 28-181  Instrument-       54       Last 90 Days- UNK/NR

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER DEPARTING THE AIRPORT UNDER VERY POOR IFR WEATHER CONDITIONS, THE PLT RPT AUTOPILOT PROBLEMS OF AN UNSPECIFIED
NATURE. THIS WAS FOLLOWED BY REPORTS OF INSTRUMENT TROUBLES. RADAR CONTROLLERS GAVE THE PLT A NO-GYRO TURN TO THE
LEFT. AFTER THE INSTRUCTIONS WERE ISSUED THE ACFT DISAPPEARED OFF RADAR. INSPECTION OF THE ACFT DID NOT REVEAL ANY
MALFUNCTION OF CONTROLS. THE SEPARATED WING DID NOT EXHIBIT ANY PRE-EXISTANT CRACKS AND WAS FOUND LYING INVERTED IN
THE FIELD 50 FEET FROM THE MAIN WRECKAGE. WITNESSES HEARD THE ACFT FLY OVERHEAD AT A VERY LOW ALTITUDE AND THE SOUND
OF THE ENGINE RUNNING AT FULL POWER. THEY ALSO HEARD THE ACFT HIT THE GROUND JUST A VERY SHORT TIME AFTER THE ACFT FLEW
OVERHEAD. NO MECHANICAL DIFFICULTY WAS FOUND TO ACCOUNT FOR THE LOSS OF CONTROL. VACUUM SYSTEM EXAMINATION DID NOT
REVEAL ANY PRIOR FAILURE.
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Brief of Accident (Continued)

File No. - 1579 10/11/85 SALINA,KS A/C Reg. No. N9758K Time (Lcl) - 0905 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)
6. WING,WING ATTACHMENT FITTING - OVERLOAD

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
7. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

    File No. - 1410       2/02/85    SHREVEPORT,LA           A/C Reg. No. N200N            Time (Lcl) - 1540 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                  Injuries
                                                               SUBSTANTIAL             Fatal    Serious    Minor     None
    Type of Operation          -BUSINESS                     Fire              Crew      0         0          0        2
    Flight Conducted Under     -14 CFR 91                      NONE            Pass      0         0          0        2
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - SWEARINGEN SA-226T           Eng Make/Model - AIRESEARCH PTE331-3U-303  ELT Installed/Activated - YES-UNK/NR
    Landing Gear    - TRICYCLE-RETRACTABLE         Number Engines -  2                             Stall Warning System - UNK/NR
    Max Gross Wt    -   10062                      Engine Type     - TURBOPROP
    No. of Seats    -       8                      Rated Power     -     840 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing        - FSS                      Last Departure Point                     ON AIRPORT
      Method           - UNK/NR                     CHATTANOOGA,TN
      Completeness     - FULL                      Destination                            Airport Data
    Basic Weather      - VMC                         ED DORADO,AR                            SHREVEPORT REGIONAL
      Wind Dir/Speed- 350/006 KTS                                                          Runway Ident    - 05
      Visibility     -    12.0   SM               ATC/Airspace                             Runway Lth/Wid  -  482'/  150
      Lowest Sky/Clouds  -                          Type of Flight Plan - IFR              Runway Surface  - CONCRETE
      Lowest Ceiling          -   2300 FT BROKEN    Type of Clearance   - IFR              Runway Status   - SNOW - WET
      Obstructions to Vision- NONE                  Type Apch/Lndg      - STRAIGHT-IN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -      62             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
       ATP,CFI                                    Current         - YES      Total       -  13300         Last 24 Hrs - UNK/NR
       SE LAND,ME LAND                            Months Since    -  9       Make/Model-     200          Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR     Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT LANDED ON RWY 05 WHICH WAS ICY AND COVERED WITH A BLANKET OF FRESH SNOW. HE STATED THE WIND WAS FROM 360 DEGS
AT 10 KTS. HE HAD BEEN INFORMED OF POOR BRAKING CONDITIONS ON THE RWY. THE PLT USED MAIN WHEEL BRAKES AND REVERSE
THRUST. THE ACFT DRIFTED OFF THE RIGHT SIDE OF THE RWY, WHEN THE THROTTLES WERE NEUTRALIZED, INTO THE SOFT SOD
SURFACE WHERE THE NOSE GEAR COLLAPSED AND THE NOSE SECTION IMPACTED THE GROUND. THE PLT STATED SNOW COVERED A LAYER OF
ICE ON THE RWY.

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                                         Brief of Accident (Continued)

      File No. - 1410      2/02/85    SHREVEPORT,LA             A/C Reg. No. N200N               Time (Lcl) - 1540 CST
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Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     LANDING - ROLL

Finding(s)
   1. TERRAIN CONDITION - ICY
   2. TERRAIN CONDITION - SNOW COVERED
   3. WEATHER CONDITION - CROSSWIND
   4. WEATHER CONDITION - UNFAVORABLE WIND
   5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------------------

Occurrence #2          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     LANDING - ROLL

Finding(s)
   6. TERRAIN CONDITION - SOFT
------------------------------------------------------------------------------------------------------------------------

Occurrence #3          NOSE GEAR COLLAPSED
Phase of Operation     LANDING - ROLL

Finding(s)
   7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
   8. LANDING GEAR,NOSE GEAR - OVERLOAD
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 5,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7
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Brief of Accident

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    File No. - 1582      3/02/85    DEQUINCY,LA              A/C Reg. No. N5752G           Time (Lcl) - 1715 CST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                   Injuries
                                                                 DESTROYED               Fatal   Serious   Minor    None
     Type of Operation          -AERIAL APPLICATION             Fire             Crew     0        0        1        0
     Flight Conducted Under     -14 CFR 137                      NONE            Pass     0        0        0        0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft information----
     Make/Model     - CESSNA A188B           Eng Make/Model - CONTINENTAL UNKNOWN       ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3800                Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                Rated Power    - UNK/NR
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                   OFF AIRPORT/STRIP
       Method         - N/A                      SAME AS ACC/INC
       Completeness   - N/A                    Destination                          Airport Data
     Basic Weather    - VMC                      LOCAL
       Wind Dir/Speed- 200/005 KTS                                                    Runway Ident     - N/A
       Visibility     -    5.0   SM         ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -      1000 FT SCATTERED  Type of Flight Plan - NONE         Runway Surface   - GRASS/TURF
       Lowest Ceiling      - NONE              Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- HAZE            Type Apch/Lndg      - FORCED LANDING
       Precipitation       - NONE
       Condition of Light  - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     41          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review               Flight Time (Hours)
         COMMERCIAL                          Current        - YES    Total      - UNK/NR        Last 24 Hrs - UNK/NR
         SE LAND                             Months Since   -  9     Make/Model - UNK/NR        Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR  Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                     Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
EN ROUTE BACK TO A PRIVATE AIR STRIP, ACCORDING TO THE PLT, THE ENGINE FAILED. THE ENGINE RE-STARTED AND RAN FOR
2 TO 3 SECONDS BEFORE STOPPING. THE AERIAL APPLICATION ACFT FLEW A FORCED LDG INTO PINE TREES COMING TO A STOP
SUSPENDED ABOVE THE GROUND. RECOVERY OF THE WRECKAGE WAS DELAYED FOR SEVERAL WEEKS DURING WHICH TIME VARIOUS ENGINE
COMPONENTS AND THE DATA PLATE WERE STOLEN.
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Brief of Accident (Continued)

File No. - 1582 3/02/85 DEQUINCY,LA A/C Reg. No. N5752G Time (Lcl) - 1715 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                              National Transportation Safety Board
                                     Washington, D.C. 20594



                                        Brief of Accident

     File No. - 1467       6/02/85    NEWBURY,MA                A/C Reg. No. N291CC            Time (Lcl) - 1430 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                               DESTROYED                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                Crew    0        0        1        0
    Flight Conducted Under     -14 CFR 91                      NONE               Pass    0        0        1        2
    Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28RT-201             Eng Make/Model  - LYCOMING IO-360-C1C6     ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines  -  1                         Stall Warning System - YES
    Max Gross Wt   -    2900                       Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       4                       Rated Power     -     200 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                    ON AIRPORT
      Method         - N/A                           SAME AS ACC/INC
      Completeness   - N/A                        Destination                           Airport Data
    Basic Weather    - VMC                           BAR HARBOR,ME                          PLUM ISLAND
      Wind Dir/Speed- 260/010 KTS                                                          Runway Ident      - 28
      Visibility     -    40.0   SM              ATC/Airspace                              Runway Lth/Wid    -  2520/   50
      Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan - NONE              Runway Surface    - ASPHALT
      Lowest Ceiling         - NONE                Type of Clearance   - NONE              Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command
     Certificate(s)/Rating(s)               Age -      45               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        COMMERCIAL                          Biennial Flight Review                      Flight Time (Hours)
        SE LAND,ME LAND,SE SEA                  Current        - YES         Total        -   3850        Last 24 Hrs -       0
                                                Months Since   -  6          Make/Model-       154        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR       Instrument-       767        Last 90 Days-      15
                                                                             Multi-Eng -      1283

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO A PASSENGER, AFTER A LONG GROUND ROLL, THE ACFT LIFTED OFF AND THE PLT ATTEMPTED TO INCREASE AIRSPEED BY
LOWERING THE PITCH ATTITUDE. AS THE ACFT APPROACHED THE END OF THE RWY AND TREES, THE STALL WARNING HORN SOUNDED. THE
PLT AGAIN ATTEMPTED TO LEVEL OFF AND INCREASE AIRSPEED. THE ACFT BANKED TO THE RIGHT AND COLLIDED WITH TREES AS THE
PLT ATTEMPTED TO LAND ON AN INTERSECTING RWY. A WITNESS ON THE APRT STATED THAT THE ACFT LIFTED OFF; HOWEVER, IT DID
NOT APPEAR READY TO FLY AND VISUALLY MUSHED INTO THE AIR. THE ACFT BANKED TO THE RIGHT, CONTACTED SOME TREES AND
TUMBLED TO THE GROUND. ONE WITNESS, AN AIR TRAFFIC CONTROLLER, STATED THE WINDS SHIFTED FROM OUT OF THE EAST JUST PRIOR
TO THE TAKEOFF AND THE TAKEOFF WAS ATTEMPTED WITH A TAILWIND.

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BEST COPY

Brief of Accident (Continued)

File No. - 1467 6/02/85 NEWBURY,MA A/C Reg. No. N291CC Time (Lcl) - 1430 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
6. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
7. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

Brief of Accident

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     File No. - 1443        3/03/85    FREDERICK,MD                A/C Reg. No. N6388A           Time (Lcl) - 2117 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                DESTROYED                     Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                      Fire                   Crew      0         1        0       1
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0         1        1       2
    Accident Occurred During   -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 182                    Eng Make/Model - CONTINENTAL O-470-L      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   2550                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                        Rated Power    -    230 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                          OAKLAND,MD
      Completeness   - N/A                       Destination                             Airport Data
    Basic Weather    - VMC                          GAITHERSBURG,MD
      Wind Dir/Speed- CALM                                                                  Runway Ident     - N/A
      Visibility     -    15.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     THIN BKN            Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling         - 12000 FT BROKEN     Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precicitation          - NONE
      Condition of Light     - NIGHT(BRIGHT)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     42             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                Current        - NO       Total       -    678        Last 24 Hrs -       5
        SE LAND                                Months Since   - UNK/NR   Make/Model-       39        Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR   Instrument-       17        Last 90 Days-      20

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING CRUISE FLT AT 7500 FT THE RPM STARTED TO DECREASE UNTIL THE PLT STATED THAT "IT WAS JUST LIKE YOU RAN OUT
OF GAS." THE ACFT COLLIDED WITH A WOODEN PWRLINE POLE DURING THE NIGHT FORCED LNDG AND CAME TO REST INVERTED.
INVESTIGATION REVEALED ABOUT 20 GALLONS OF RED AVGAS IN THE RT TANK AND 1 GALLON IN THE LEFT TANK. APRX 3 OZS OF LIQUID
WERE DRAINED FROM THE CARB WHICH ANALYSIS CONCLUDED THE MAJORITY OF IT TO BE WATER. MAINTENANCE RECORDS REVEALED THAT
WING TANK SUMP DRAINS HAD BEEN INSTALLED IN MAY OF 1983 AND AND THE AD DEALING WITH WATER CONTAMINATION OF THE FUEL
SYSTEM CAUSED BY WRINKLES/FOLDS IN THE TANK BLADDERS HAD BEEN SIGNED OFF IN SEPTEMBER 1984. THE MECHANIC THAT PERFORMED
THE WORK WAS CONTACTED AND STATED HE FOUND NO WRINKLES THAT WOULD JUSTIFY INSTALLATION OF THE CESSNA DRAIN KIT
DESCRIBED IN SERVICE LETTER SE84-9. EXAMINATION OF THE BLADDER TANKS REVEALED WRINKLES/FOLDS IN THE VICINITY OF BOTH
OUTLETS FEEDING FUEL TO THE ENG.
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Brief of Accident (Continued)

File No. - 1443   3/03/85   FREDERICK,MD   A/C Reg. No. N6388A   Time (Lcl) - 2117 EST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FUEL SYSTEM,TANK - DISTORTED
2. PREFLIGHT PLANNING/PREPARATION - PERFORMED - PILOT IN COMMAND
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRCRAFT COMPONENT - MANUFACTURER
4. FLUID,FUEL - CONTAMINATION
5. FLUID,FUEL - WATER

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
6. LIGHT CONDITION - NIGHT

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
7. OBJECT - UTILITY POLE

Occurrence #4   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   DESCENT - EMERGENCY

Occurrence #5   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1524 5/24/85 PINEY POINT,MD A/C Reg. No. N1803Q Time (Lcl) - 0740 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA U206F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 045/012 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 1000 FT
Lowest Ceiling - 1000 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SPRINGFIELD,OH
Destination
PATUXENT RIVER,MD

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
PATUXENT RIVER NAS
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI,FLT ENG
SE LAND,ME LAND,SE SEA
GLIDER

Age - 47
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 4678
Make/Model- 251
Instrument- 590
Multi-Eng - 1543
Last 24 Hrs - 3
Last 30 Days- 16
Last 90 Days- 56
Rotorcraft - 15

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE DESCENDING IN IFR CONDITIONS NEAR THE DESTINATION, THE ENG LOST POWER AT AN ALT OF ABOUT 3800 TO 4000 FT. THE PLT REQUESTED VECTORS TOWARD LAND & THE NEAREST ARPT; HOWEVER, WHEN IT BROKE OUT OF THE CLOUDS AT ABOUT 1000 FT AGL, THE ACFT WAS STILL OVER WATER. UNABLE TO REACH LAND, THE PLT DITCHED THE ACFT IN THE MOUTH OF THE POTOMAC RIVER ABOUT 3/4 MI FROM SHORE. AN EXAM OF THE ENG, REVEALED HOLES IN EACH SIDE OF THE TOP PORTION OF THE CRANKCASE BETWEEN THE #1 & #2 CYLINDERS. A TEAR DOWN OF THE ENG REVEALED THE #2 CONNECTING ROD HAD FAILED. THERE WAS EVIDENCE OF A LACK OF LUBRICATION. THE CONNECTING ROD BEARINGS HAD EVIDENCE OF EXTREME WEAR & HEAT, & THE RESPECTIVE CRANKSHAFT JOURNALS SHOWED SIGNS OF HEAT & WEAR. ALSO, THE OIL PUMP CAVITY & WALLS WERE SCRATCHED & GALLED.

Brief of Accident (Continued)

File No. - 1524 5/24/85 PINEY POINT,MD A/C Reg. No. N18030 Time (Lcl) - 0740 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)
1. FLUID,OIL - STARVATION
2. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. WEATHER CONDITION - LOW CEILING
4. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

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                         National Transportation Safety Board
                               Washington, D.C. 20594


                                 Brief of Accident

    File No. - 1426      6/12/85    OLD TOWN,ME             A/C Reg. No. N82126          Time (Lcl) - 1435 EDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                Injuries
                                                               SUBSTANTIAL              Fatal  Serious  Minor   None
      Type of Operation         -INSTRUCTIONAL                Fire                Crew    0       0       0       2
      Flight Conducted Under    -14 CFR 91                     NONE               Pass    0       0       0       0
      Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-18-150          Eng Make/Model  - LYCOMING O-320-A2B      ELT Installed/Activated - YES-UNK/NR
      Landing Gear   - FLOAT                    Number Engines  -  1                         Stall Warning System - NO
      Max Gross Wt   -    1760                  Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                  Rated Power     -     150 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
     Weather Data                             Itinerary                              Airport Proximity
       Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                  OFF AIRPORT/STRIP
         Method         - N/A                      SAME AS ACC/INC
         Completeness   - N/A                  Destination                          Airport Data
       Basic Weather    - VMC                      LOCAL
         Wind Dir/Speed- 040/008 KTS                                                  Runway Ident     - N/A
         Visibility     -    15.0   SM        ATC/Airspace                            Runway Lth/Wid   - N/A
         Lowest Sky/Clouds  -       4500 FT     Type of Flight Plan - NONE            Runway Surface   - WATER
         Lowest Ceiling          -  4500 FT BROKEN  Type of Clearance - NONE          Runway Status    - WATER-CALM
         Obstructions to Vision- NONE           Type Apch/Lndg     - FORCED LANDING
         Precipitation          - NONE
         Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                    Age -     46           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)          Biennial Flight Review             Flight Time (Hours)
         COMMERCIAL,CFI                    Current        - YES       Total      -   2108        Last 24 Hrs -      6
         SE LAND,ME LAND,SE SEA,ME SEA     Months Since  -  4         Make/Model-      15        Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR     Instrument-     178        Last 90 Days-    252
                                                                      Multi-Eng -     157

         Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A PWR OFF LANDING, THE INSTRUCTOR NOTICED THAT THE AIRSPEED WAS LOW. THE INSTRUCTOR APPLIED FULL PWR; HOWEVER,
THE ACFT STALLED AND THE PLT WAS UNABLE TO RECOVER THE ACFT PRIOR TO COMING IN CONTACT WITH THE WATER.
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Brief of Accident (Continued)

File No. - 1426 6/12/85 OLD TOWN,ME A/C Reg. No. N82126 Time (Lcl) - 1435 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - WATER,GLASSY
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - DUAL STUDENT
3. AIRSPEED - IMPROPER - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. STALL - INADVERTENT -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

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  File No. - 1477       7/06/85    DETROIT,MI                A/C Reg. No. N29008             Time (Lcl) - 1430 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                   Injuries
                                                                   SUBSTANTIAL                Fatal   Serious   Minor   None
     Type of Operation        -PERSONAL                           Fire                  Crew    0        0        0       1
     Flight Conducted Under   -14 CFR 91                           NONE                 Pass    0        0        0       3
     Accident Occurred During -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 210MII                 Eng Make/Model - CONTINENTAL IO-520-L     ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-RETRACTABLE          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    3800                       Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -      6                        Rated Power    -     310 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - FSS                        Last Departure Point                     OFF AIRPORT/STRIP
       Method         - TELEPHONE                    LANSING,IL
       Completeness   - WEATHER NOT PERTINENT      Destination                            Airport Data
     Basic Weather    - VMC                          DETROIT,MI                               DETROIT CITY
       Wind Dir/Speed- 270/014 KTS                                                            Runway Ident     - N/A
       Visibility     -    15.0   SM               ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      3000 FT             Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling       -    3000 FT BROKEN      Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                        FULL STOP
       Condition of Light    - DAYLIGHT                                    FORCED LANDING
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     41          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                Current       - NC        Total      -    1500        Last 24 Hrs -       6
        SE LAND                                Months Since  - UNK/NR    Make/Model-    1030        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument-     400        Last 90 Days-      18

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED A TREE DURING A FORCED LANDING IN A RESIDENTIAL AREA FOLLOWING A LOSS OF PWR. POST ACCIDENT
INSPECTION REVEALED THE RIGHT FUEL TANK CONTAINED FUEL AND THE LEFT TANK WAS DRY. THE LEFT WING FUEL VENT WAS INSTALLED
BACKWARDS AND THE FUEL SELECTOR HAD 15 DEGS OF MOVEMENT WHEN A TANK WAS SELECTED. THE FUEL DISTRIBUTION VALVE, FUEL
PUMP AND FUEL STRAINER WERE ALSO DRY. THE ENG OPERATED NORMALLY WHEN TESTED WITH THE FUEL SELECTOR POSITIONED ON
THE RIGHT TANK.

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File No. - 1477   7/06/85   DETROIT,MI   A/C Reg. No. N29008   Time (Lcl) - 1450 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. FUEL SYSTEM,VENT - IMPROPER
2. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
3. FUEL SYSTEM,SELECTOR VALVE - LOOSE
4. MAINTENANCE,100 HOUR INSPECTION - NOT CORRECTED - FBO PERSONNEL
5. FLUID,FUEL - STARVATION
6. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - FBO PERSONNEL

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,6

Brief of Accident

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    File No. - 1476       7/07/85    HOUGHTON LAKE,MI           A/C Reg. No. N42RB            Time (Lcl) - 0855 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                      Fire                   Crew    0        0        0        1
      Flight Conducted Under     -14 CFR 91                      NONE                  Pass    0        0        0        0
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BURCH PITTS S-1              Eng Make/Model - LYCOMING AEIO-360-B4A     ELT Installed/Activated - NO -N/A
      Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - NO
      Max Gross Wt   -    1150                      Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -      1                       Rated Power    -     180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinarary                                 Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
        Method          - N/A                          LAKE CITY,MI
        Completeness    - N/A                       Destination                              Airport Data
      Basic Weather     - VMC                          SAME AS ACC/INC                          ROSCOMMON
        Wind Dir/Speed- 010/003 KTS                                                             Runway Ident    - 27
        Visibility    -    15.0    SM               ATC/Airspace                                Runway Lth/Wid  -  4000/   75
        Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                Runway Surface  - ASPHALT
        Lowest Ceiling         - NONE                 Type of Clearance   - NONE                Runway Status   - DRY
        Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE                                        FULL STOP
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     57             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
          PRIVATE                               Current        - NO          Total       -    1994        Last 24 Hrs -       1
          SE LAND                               Months Since   - UNK/NR      Make/Model-       32         Last 30 Days- UNK/NR
          GLIDER                                Aircraft Type  - UNK/NR      Instrument-        0         Last 90 Days-       3


          Instrument Rating(s)   - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED DOWN FOLLOWING A GROUND LOOP DURING A LANDING ROLL. THE PLT REPORTED THE TAILWHEEL BEGAN TO SHIMMY,
DIRECTIONAL CONTROL OF THE ACFT WAS LOST AND IT GROUND LOOPED TO THE RIGHT. THE ACFT TRAVELED APRX 10 FT OFF THE RWY
WHERE THE LEFT WING DUG INTO THE TERRAIN AND THE ACFT NOSED DOWN. POST ACCIDENT INSPECTION REVEALED THE TAILWHEEL
STEERING SPRINGS WERE DISCONNECTED AND THE WHEEL HAD COME LOOSE FROM THE HUB.

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Brief of Accident (Continued)

File No. - 1476   7/07/85   HOUGHTON LAKE,MI   A/C Reg. No. N42RB   Time (Lcl) - 0855 EDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. LANDING GEAR,TAILWHEEL ASSEMBLY - SEPARATION
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. LANDING GEAR,TAILWHEEL ASSEMBLY - VIBRATION

Occurrence #2   NOSE DOWN
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1595       7/17/85    TROY,MI                    A/C Reg. No. N3642            Time (Lcl) - 1015 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                   Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                     Fire              Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 91                     NONE             Pass      0        0        0        0
     Accident Occurred During  -TAKEOFF
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - ROBERT THIBODEAU JR ACE       Eng Make/Model - CONTINENTAL A-65-8     ELT Installed/Activated - NO -N/A
     Landing Gear  - TAILWHEEL-ALL FIXED           Number Engines -  1                        Stall Warning System - NO
     Max Gross Wt  -      839                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -        1                      Rated Power    -      65 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                             Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                  ON AIRSTRIP
       Method         - N/A                         TROY,MI
       Completeness   - N/A                      Destination                          Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                     OAKLAND-TROY
       Wind Dir/Speed- 050/008 KTS                                                      Runway Ident     - 90
       Visibility     - UNK/NR                   ATC/Airspace                           Runway Lth/Wid   -  3855/   50
       Lowest Sky/Clouds  -    25000 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface   - ASPHALT
       Lowest Ceiling          - NONE              Type of Clearance   - NONE           Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     48               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
         STUDENT                                 Current       - N/A       Total      -     80        Last 24 Hrs -       1
                                                 Months Since  - N/A       Make/Model-      1        Last 30 Days- UNK/NR
                                                 Aircraft Type - N/A       Instrument-      0        Last 90 Days- UNK/NR


          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ON JULY 17,1985 AT 1015 EDT, A ROBERT THIBODEAU JR ACE N3642, REGISTERED TO AND FLOWN BY ROBERT THIBODEAU, LOST
CONTROL AND COLLIDED WITH THE TERRAIN ON TAKEOFF AT TROY OAKLAND AIRPORT, TROY,MICHIGAN, WHILE ON A PERSONAL FLIGHT.
VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND NO FLIGHT PLAN WAS FILED. THE AIRCRAFT WAS SUBSTANTIALLY
DAMAGED AND THE STUDENT PILOT WAS UNINJURED. THE FLIGHT ORIGINATED AT TROY, MICHIGAN ON JULY 17,1985 AT 1013 EDT.
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Brief of Accident (Continued)

File No. - 1595   7/17/85   TROY,MI   A/C Reg. No. N3642   Time (Lcl) - 1015 EDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. AIRSPEED(VLOF) - IMPROPER - PILOT IN COMMAND
2.   IMPROPER USE OF EQUIPMENT/AIRCRAFT,QUALIFICATION - PILOT IN COMMAND
3. ABORTED TAKEOFF - UNCONTROLLED - PILOT IN COMMAND
4.   IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5.   IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
6. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
7.   IMPROPER USE OF FACILITY - PILOT IN COMMAND
8.   IMPROPER USE OF FACILITY,PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
9.   IMPROPER USE OF FACILITY,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 3,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. - 1535       7/22/85    MT PLEASANT,MI            A/C Reg. No. N6350K           Time (Lcl) - 1130 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                         Injuries
                                                             SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation        -INSTRUCTIONAL                 Fire                    Crew     0        0        0        1
    Flight Conducted Under   -14 CFR 91                      NONE                   Pass     0        0        0        0
    Accident Occurred During -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 150M                Eng Make/Model - CONTINENTAL O-200-A     ELT Installed/Activated - YES/YES
    Landing Gear  - TRICYCLE-FIXED             Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt  -    1600                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       2                    Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                               Airport Proximity
    Wx Briefing      - FSS                     Last Departure Point                    OFF AIRPORT/STRIP
      Method         - TELEPHONE                 FOWLERVILLE,MI
      Completeness   - FULL                   Destination                           Airport Data
    Basic Weather    - VMC                       SAME AS ACC/INC                       MT PLEASANT MUNI
      Wind Dir/Speed- 260/007 KTS                                                      Runway Ident     - 27
      Visibility     -    10.0   SM          ATC/Airspace                              Runway Lth/Wid   -  3900/   75
      Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE            Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - STRAIGHT-IN
      Precipitation          - NONE                                  FORCED LANDING
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                   Age -      36           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)        Biennial Flight Review                Flight Time (Hours)
          STUDENT                          Current      - N/A       Total     -      49          Last 24 Hrs -        1
                                           Months Since - N/A       Make/Model-      49          Last 30 Days- UNK/NR
                                           Aircraft Type - N/A      Instrument- UNK/NR           Last 90 Days-        9
                                                                    Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS ON A SOLO X-COUNTRY FLT BETWEEN MAPLE GROVE ARPT & HOUGHTON LAKE ARPT. DURING THE FLT, THE PLT
REQUESTED RADAR ASSISTANCE TO LOCATE HOUGHTON LAKE. DUE TO HER SOLO STUDENT STATUS & THE CLOSE PROXIMITY OF MT PLEASANT
ARPT, SHE WAS ADVISED TO LAND THERE. WHILE ON A SHORT FINAL APPROACH TO RWY 27 AT MT PLEASANT, SHE PULLED THE MIXTURE
KNOB BY MISTAKE & STARVED THE ENG OF FUEL. THIS RESULTED IN A FORCED LANDING IN A FIELD APRX 200 FT SHORT OF THE
PAVED SURFACE OF THE RWY. THE TERRAIN AT THAT POINT WAS ROUGH ENOUGH TO CAUSE THE PLANE TO NOSE OVER.

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Brief of Accident (Continued)

File No. - 1535 7/22/85 MT PLEASANT,MI A/C Reg. No. N6350K Time (Lcl) - 1130 EDT

Occurrence #1	LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation	APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. RADAR ASSISTANCE TO VFR AIRCRAFT
3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
4. FLUID,FUEL - STARVATION
5. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2	FORCED LANDING
Phase of Operation	DESCENT - EMERGENCY

Occurrence #3	NOSE OVER
Phase of Operation	LANDING

Finding(s)
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,6

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                          National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

   File No. - 1446       8/03/85    ROMEO,MI                A/C Reg. No. N5783G          Time (Lcl) - 1145 EDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               SUBSTANTIAL               Fatal    Serious    Minor     None
    Type of Operation          -INSTRUCTIONAL                 Fire               Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass      0         0         0         0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150K               Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    1600                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                   Rated Power    -     100 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                            Airport Proximity
    Wx Briefing     - UNK/NR                  Last Departure Point                  ON AIRPORT
      Method        - UNK/NR                    SAME AS ACC/INC
      Completeness  - UNK/NR                 Destination                        Airport Data
    Basic Weather   - VMC                      LOCAL                               ROMEO
      Wind Dir/Speed- 180/005 KTS                                                  Runway Ident      - 18
      Visibility    -    30.0   SM           ATC/Airspace                          Runway Lth/Wid    -  4170/   50
      Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - NONE          Runway Surface    - ASPHALT
      Lowest Ceiling        - NONE             Type of Clearance   - NONE          Runway Status     - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                   TOUCH AND GO
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     33          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
       STUDENT                              Current         - N/A       Total      -      21         Last 24 Hrs -      1
                                            Months Since    - N/A       Make/Model-       21         Last 30 Days- UNK/NR
                                            Aircraft Type   - N/A       Instrument-        0         Last 90 Days-     21


       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER AFTER CONTACTING A DITCH DURING A LANDING ROLL. THE STUDENT PLT, ON HIS SECOND SOLO FLT, WAS
PRACTICING TOUCH & GO LANDINGS WHEN THE ACCIDENT OCCURRED. HE STATED HE RUSHED ON FINAL APCH BECAUSE OTHER ACFT WERE
LINED UP WAITING TO TAKEOFF. THE ACFT LANDED FAST AND HARD, VEERED LEFT OFF THE RWY, CONTACTED A DITCH AND NOSED OVER.
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Brief of Accident (Continued)

File No. - 1446   8/03/85   ROMEO,MI   A/C Reg. No. N5783G   Time (Lcl, - 1145 EDT

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
4. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DITCH

Occurrence #4   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1539        6/07/85    RED LAKE FALLS,MN          A/C Reg. No. N6761Q             Time (Lcl) - 2010 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT            Aircraft Damage                       Injuries
                                                                  DESTROYED                  Fatal    Serious    Minor     None
     Type of Operation          -AERIAL APPLICATION              Fire               Crew      1         0          0         0
     Flight Conducted Under     -14 CFR 137                       ON GROUND          Pass      0         0          0         0
     Accident Occurred During   -MANEUVERING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - SCHWEIZER G-164A             Eng Make/Model  - P&W R-1340-AN-1          ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                           Stall Warning System - NO
     Max Gross Wt   -    4500                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                      Rated Power     -     600 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                     Itinerary                                  Airport Proximity
     Wx Briefing       - UNK/NR                       Last Departure Point                       OFF AIRPORT/STRIP
       Method          - UNK/NR                         SAME AS ACC/INC
       Completeness    - UNK/NR                      Destination                              Airport Data
     Basic Weather     - VMC                            SAME AS ACC/INC
       Wind Dir/Speed- CALM                                                                      Runway Ident     - N/A
       Visibility      -     10.0    SM             ATC/Airspace                                 Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -       CLEAR               Type of Flight Plan - NONE                 Runway Surface  - N/A
       Lowest Ceiling          - NONE                 Type of Clearance    - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                   Type Apch/Lndg       - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                               Age -      35           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                     Biennial Flight Review                   Flight Time (Hours)
         COMMERCIAL                                   Current         - UNK/NR      Total       -    4300        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                              Months Since    - UNK/NR      Make/Model- UNK/NR          Last 30 Days- UNK/NR
         HELICOPTER                                   Aircraft Type  - UNK/NR      Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                                   Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

         Instrument Rating(s)   - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HAD BEEN SPRAY A FIELD IN NORTH & SOUTH DIRECTIONS, THEN ELECTED TO MAKE A SWATH RUN FROM EAST TO WEST
TOWARD THE SUN. THIS PASS WAS MADE LATE IN THE DAY. WHILE ON THE SWATH RUN, THE ACFT COLLIDED WITH AN UNMARKED
WIRE, THEN VEERED & CRASHED IN A WOODED AREA WHERE THE ACFT BURNED. REPORTEDLY, THE PLT HAD BEEN WORKING FROM
SUNRISE TO SUNSET ALMOST EVERY DAY, AND WHEN HE WAS NOT FLYING, HE WAS TENDING TO THE ACFT & OTHER BUSINESS MATTERS.
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Brief of Accident (Continued)

File No. - 1539 6/07/85 RED LAKE FALLS,MN A/C Reg. No. N6761Q Time (Lcl) - 2010 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,FATIGUE - PILOT IN COMMAND
4. OBJECT - WIRE,TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1488       7/07/85    FARIBAULT,MN               A/C Reg. No. N59BC              Time (Lcl) - 1215 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                  DESTROYED                   Fatal    Serious    Minor    None
     Type of Operation         -PERSONAL                          Fire              Crew       1         0         0        0
     Flight Conducted Under    -14 CFR 91                         ON GROUND         Pass       1         0         0        0
     Accident Occurred During  -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CHAMBERLAIN VIKING DRAGONFLY    Eng Make/Model - VOLKSVAGEN AS41           ELT Installed/Activated - NO -N/A
     Landing Gear  - TAILWHEEL-ALL FIXED             Number Engines -  1                           Stall Warning System - NO
     Max Gross Wt  -    1150                         Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       2                         Rated Power    -       60 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                            ST. LOUIS,MO
       Completeness   - N/A                          Destination                              Airport Data
     Basic Weather    - VMC                            MINNEAPOLIS,MN
       Wind Dir/Speed- 270/014 KTS                                                              Runway Ident     - N/A
       Visibility    -     12.0   SM               ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     SCATTERED            Type of Flight Plan - NONE                 Runway Surface   - N/A
       Lowest Ceiling         - NONE                 Type of Clearance   - NONE                 Runway Status    - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -     36              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                                    Current       - UNK/NR     Total        -     125       Last 24 Hrs - UNK/NR
         SE LAND                                    Months Since  - UNK/NR     Make/Model-        100       Last 30 Days- UNK/NR
                                                    Aircraft Type - UNK/NR     Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                               Multi-Eng  - UNK/NR          Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH TREES AND BURST INTO FLAMES DURING A FORCED LANDING. ON THE PLT'S SECOND RADIO CONTACT WITH
FARIBAULT MUNICIPAL AIRPORT UNICOM HE DECLARED, "I HAVE ENGINE FAILURE. I'M GOING DOWN IN A CORN FIELD." POST ACCIDENT
INSPECTION OF THE WRECKAGE DISCLOSED LARGE QUANTITIES OF RUST AND DEBRIS IN THE FUEL STRAINER BOWL. THE CARBURETOR
ALSO CONTAINED CORROSION AND FOREIGN DEBRIS IN THE CASE.
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File No. - 1488 7/07/85 FARIBAULT,MN A/C Reg. No. N59BC Time (Lcl) - 1215 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FUEL SYSTEM,SCREEN - BLOCKED(TOTAL)
2. FUEL SYSTEM,FILTER - CONTAMINATION
3. FUEL SYSTEM,CARBURETOR - CONTAMINATION
4. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
5. MAINTENANCE,ANNUAL INSPECTION - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
7. TERRAIN CONDITION - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6,7

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                         Brief of Accident

     File No. - 1534       7/19/85    BIG FALLS,MN             A/C Reg. No. N52795          Time (Lcl) - 0725 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                   SUBSTANTIAL                  Fatal   Serious    Minor    None
      Type of Operation         -PERSONAL                         Fire                   Crew      0        0          0       1
      Flight Conducted Under    -14 CFR 91                         NONE                  Pass      0        0          0       2
      Accident Occurred During  -TAKEOFF
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-28-140             Eng Make/Model - LYCOMING O-320-E2A       ELT Installed/Activated - YES-UNK/NR
      Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2050                     Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                     Rated Power     -     150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                  Airport Proximity
      Wx Briefing      - FSS                      Last Departure Point                       OFF AIRPORT/STRIP
        Method         - UNK/NR                     SAME AS ACC/INC
        Completeness   - FULL                    Destination                              Airport Data
      Basic Weather    - VMC                        INT'L FALLS,MN                           BIG FALLS
        Wind Dir/Speed- 270/005 KTS                                                          Runway Ident      - 29
        Visibility     -    10.0    SM          ATC/Airspace                                 Runway Lth/Wid    -  2602/  200
        Lowest Sky/Clouds  -                      Type of Flight Plan - NONE                 Runway Surface    - GRASS/TURF
        Lowest Ceiling         -   1000 FT BROKEN  Type of Clearance   - NONE                Runway Status     - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age -     54          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                 Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                  Current        - YES      Total       -     162        Last 24 Hrs -        2
          SE LAND                                  Months Since   -  5       Make/Model-       162        Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR    Instrument-         2        Last 90 Days-       18


          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT DIVERTED INTO THE BIG FALLS ARPT BECAUSE HIS ORIGINAL DESTINATION WAS BELOW VFR MINIMUMS. AFTER CHECKING
THE SOD RUNWAY FOR A FIRMNESS & DETERMINING A GO/NO GO POINT, HE SUBSEQUENTLY TOOK OFF USING SOFT FIELD TECHNIQUES.
HIS ROTATION WAS WELL IN ADVANCE OF THE DESIGNATED GO/NO GO POINT.  THE PLT REPORTED THAT AT THE DEPARTURE END OF THE
RWY, THE CLIMB PERFORMANCE DETERIORATED TO THE POINT WHERE THE ACFT SETTLED INTO TREES TO THE WEST OF THE AIRFIELD.
HE ATTRIBUTED THE LOSS OF CLIMB PERFORMANCE TO A WIND SHIFT OR WIND SHEAR. THERE WERE 2 PASSENGERS & 35 GAL OF FUEL
ON BOARD WHEN THE ACDNT OCCURRED.
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Brief of Accident (Continued)

File No. - 1534 7/19/85 BIG FALLS,MN A/C Reg. No. N5279S Time (Lcl) - 0725 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1435      9/13/85   EDEN PRAIRIE,MN         A/C Reg. No. N1290D          Time (Lcl) - 1056 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                  Injuries
                                                              SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                       Fire               Crew       0        0        1        0
    Flight Conducted Under   -14 CFR 91                       NONE              Pass       0        0        0        0
    Accident Occurred During -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 170              Eng Make/Model - CONTINENTAL O-300         ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED     Number Engines -  1                           Stall Warning System - UNK/NR
    Max Gross Wt   -    2200                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                 Rated Power    -     145 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                Airport Proximity
    Wx Briefing      - UNK/NR                  Last Departure Point                     ON AIRPORT
      Method         - UNK/NR                    SAME AS ACC/INC
      Completeness   - UNK/NR                 Destination                             Airport Data
    Basic Weather    - VMC                       LOCAL                                  FLYING CLOUD
      Wind Dir/Speed- 150/015 KTS                                                       Runway Ident     - 09R
      Visibility     -    15.0   SM          ATC/Airspace                               Runway Lth/Wid   -  3909/   75
      Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE            Type of Clearance    - VFR               Runway Status    - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg       - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -      27            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
       STUDENT                              Current        - N/A       Total       - UNK/NR        Last 24 Hrs - UNK/NR
                                            Months Since   - N/A       Make/Model-     112         Last 30 Days- UNK/NR
                                            Aircraft Type  - N/A       Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                       Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

       Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT LANDED ON RWY 9R WITH TOWER WINDS REPORTED FROM 150 DEGREES AT 15 KNOTS. DURING THE LANDING ROLL IN THE
TAILWHEEL EQUIPPED ACFT, CONTROL WAS LOST AND THE ACFT TIPPED UP ON ITS LEFT WING AND NOSE.

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Brief of Accident (Continued)

File No. - 1435 9/13/85 EDEN PRAIRIE,MN A/C Reg. No. N1290D Time (Lcl) - 1056 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

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     File No. - 1478       9/22/85    MCGREGOR,MN               A/C Reg. No. N8403K            Time (Lcl) - 1715 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                              SUBSTANTIAL               Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                    Fire               Crew      0         0         1         0
     Flight Conducted Under     -14 CFR 91                    NONE              Pass      0         0         0         0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - UNIVAIR 108-1             Eng Make/Model - FRANKLIN 6A4-165-B3       ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                            Stall Warning System - NO
     Max Gross Wt   -    2330                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                   Rated Power     -     165 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
     Wx Briefing      - FSS                     Last Departure Point                       OFF AIRPORT/STRIP
       Method         - TELEPHONE                 MCGREGOR,MN
       Completeness   - FULL                    Destination                              Airport Data
     Basic Weather    - VMC                       LINO LAKES,MN                            BUB JOHNSON
       Wind Dir/Speed- 210/010 KTS                                                         Runway Ident     - 18
       Visibility     -    15.0    SM         ATC/Airspace                                 Runway Lth/Wid   -  2000/   50
       Lowest Sky/Clouds  -       1600 FT       Type of Flight Plan - NONE                 Runway Surface   - GRASS/TURF
       Lowest Ceiling         -   1600 FT BROKEN Type of Clearance   - NONE                Runway Status    - WET
       Obstructions to Vision- NONE             Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnal Information----
    Pilot-In-Command                        Age -      34           Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        STUDENT                                 Current          - N/A      Total       -      80       Last 24 Hrs - UNK/NR
                                                Months Since     - N/A      Make/Model-        37       Last 30 Days- UNK/NR
                                                Aircraft Type - N/A         Instrument-         0       Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED TREES OFF THE DEPARTURE END OF RWY 18 DURING A FORCED LANDING FOLLOWING A LOSS OF PWR ON TAKEOFF.
POST ACCIDENT INSPECTION REVEALED THE FUEL SELECTOR WAS POSITIONED FOR THE LEFT TANK AND THE LEFT TANK CONTAINED NO
FUEL. THE CARBURETOR DID NOT CONTAIN FUEL NOR DID THE LEFT TANK FUEL LINES.
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Brief of Accident (Continued)

File No. - 1478 9/22/85 MCGREGOR,MN A/C Reg. No. N8403K Time (Lcl) - 1715 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,FUEL - STARVATION
2. AIRCRAFT PREFLIGHT - INATTENTIVE - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
4. TERRAIN CONDITION - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1480      8/31/85    FREDERICKTOWN,MO           A/C Reg. No. N8385S            Time (Lcl) - 1400 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor    None
      Type of Operation          -PERSONAL                      Fire                 Crew     0         0         0        1
      Flight Conducted Under     -14 CFR 91                      NONE                Pass     0         0         0        0
      Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-32-301             Eng Make/Model - LYCOMING IO-540-K1G5      ELT Installed/Activated - YES-UNK/NR
      Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                            Stall Warning System - YES
      Max Gross Wt   -    3600                     Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       7                     Rated Power     -     300 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                  Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                       ON AIRPORT
        Method          - N/A                          SAME AS ACC/INC
        Completeness    - N/A                       Destination                              Airport Data
      Basic Weather     - VMC                          LOCAL                                    FREDERICKTOWN MUNICIPAL
        Wind Dir/Speed- 110/005 KTS                                                             Runway Ident      - 19
        Visibility     -      7.0   SM             ATC/Airspace                                 Runway Lth/Wid    -  2400/   65
        Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
        Lowest Ceiling          - NONE               Type of Clearance   - NONE                 Runway Status     - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     39              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                Current        - YES        Total       -    365         Last 24 Hrs -       1
          SE LAND                                Months Since    - UNK/NR     Make/Model-    126         Last 30 Days- UNK/NR
                                                 Aircraft Type - PA-28        Instrument-      0         Last 90 Days-      20

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTS THAT HE LOST DIRECTIONAL CONTROL DURING THE LANDING ROLL. THE ACFT SWERVED OFF THE SIDE OF THE RWY,
DOWN AN EMBANKMENT AND COLLIDED WITH A FENCE. THE LANDING AND BRAKE SYSTEM WERE EXAMINED BY A MECHANIC AFTER THE
ACCIDENT AND NO EVIDENCE OF A PRE-ACCIDENT FAILURE OR MALFUNCTION WAS FOUND.

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File No. - 1480 8/31/85 FREDERICKTOWN,MO A/C Reg. No. N8385S Time (Lcl) - 1400 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1479       9/08/85    ST. CHARLES,MO             A/C Reg. No. N57463            Time (Lcl) - 1505 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                   SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation          -INSTRUCTIONAL                   Fire                 Crew      0        0        0        1
      Flight Conducted Under     -14 CFR 91                        NONE                Pass      0        0        0        0
      Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model   - CESSNA 152                   Eng Make/Model - LYCOMING O-235            ELT Installed/Activated - UNK/NR
      Landing Gear - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt -    1670                      Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats -       2                      Rated Power     -     110 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRPORT
        Method         - N/A                         SAME AS ACC/INC
        Completeness   - N/A                      Destination                             Airport Data
      Basic Weather    - VMC                         LOCAL                                   ST. CHARLES MUNICIPAL
        Wind Dir/Speed- 210/008 KTS                                                          Runway Ident     - 27
        Visibility     -    10.0    SM           ATC/Airspace                                Runway Lth/Wid   -  3500/   50
        Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - ASPHALT
        Lowest Ceiling          - NONE              Type of Clearance   - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      49                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
         STUDENT                                 Current        - N/A          Total      -       13           Last 24 Hrs - UNK/NR
                                                 Months Since   - N/A          Make/Model-       13           Last 30 Days- UNK/NR
                                                 Aircraft Type  - N/A          Instrument-        0           Last 90 Days-      13

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
STUDENT PLT ON FIRST SOLO TAKEOFF EXPERIENCED LEFT YAW AFTER LIFTOFF. WHILE PLT ATTEMPTED TO CORRECT FOR THE YAW THE
ACFT TOUCHED DOWN BESIDE THE RWY, TRAVELED A SHORT DISTANCE, COLLIDED WITH A DIRT BANK AND NOSED OVER. THE PLT SAID
THERE WAS A LEFT CROSSWIND AT 5 TO 10 KTS.
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Brief of Accident (Continued)

File No. - 1479 9/08/85 ST. CHARLES,MO A/C Reg. No. N67463 Time (Lcl) - 1505 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
4. TERRAIN CONDITION - DIRT BANK
5. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1492 10/15/85 SULLIVAN,MO A/C Reg. No. N18316 Time (Lcl) - 1515 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ST. CLAIR,MO
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 70
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4700
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 30
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS OBSERVED GOING FROM LEVEL FLT TO STRAIGHT UP BEFORE STALLING, TURNING OVER AND SPIRALING STRAIGHT DOWN, AT FULL THROTTLE, TOWARD THE GROUND. IMPACT MARKS INDICATED A NEAR VERTICAL DESCENT WITH INITIAL IMPACT ON THE NOSE OF ACFT. IMPACT WAS IN A WOODED AREA BUT THERE WAS NO IMPACT DAMAGE TO TREE LIMBS OR TREE TRUNKS. THE ACFT EXPLODED ON GROUND IMPACT, THEN BURNED.

File No. - 1492 10/15/85 SULLIVAN,MO A/C Reg. No. N18316 Time (Lcl) - 1515 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident
     File No. - 1468      10/25/85    PLATTSBURG,MO              A/C Reg. No. N4AS                Time (Lcl) - 1810 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                 SUBSTANTIAL                              Injuries
    Type of Operation            -PERSONAL                       Fire                     Fatal   Serious   Minor    None
    Flight Conducted Under       -14 CFR 91                      NONE            Crew       0        1        0        0
    Accident Occurred During     -LANDING                                        Pass       0        0        0        0
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - SILVAGGIO CASSUTT 111M      Eng Make/Model - CONTINENTAL A65-8        ELT Installed/Activated - NO -N/A
    Landing Gear    - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt    -    750                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -      1                      Rated Power    -      80 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRPORT
      Method         - N/A                          CAMERON,MO
      Completeness   - N/A                        Destination                             Airport Data
    Basic Weather    - VMC                          LOCAL                                  PLATTSBURG
      Wind Dir/Speed- 140/009 KTS                                                          Runway Ident     - 36
      Visibility     -   20.0   SM              ATC/Airspace                               Runway Lth/Wid   -  2115/   24
      Lowest Sky/Clouds  -      CLEAR             Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                        Age -     41                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)              Biennial Flight Review                     Flight Time (Hours)
      PRIVATE                                Current         - YES         Total      -    408        Last 24 Hrs - UNK/NR
      SE LAND                                Months Since    -  4          Make/Model-     61        Last 30 Days- UNK/NR
                                             Aircraft Type  - 111M         Instrument-     15        Last 90 Days-      16

      Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS LEVEL, IN CRUISE WHEN THE PLT NOTICED HIGH ENG TEMPERATURES. HE STATED THAT HE STARTED A SHALLOW CLIMB AND
HEADED FOR THE NEAREST ARPT. EN ROUTE TO NEAREST ARPT, SMOKE CAME INTO THE COCKPIT AND THE PLT HEARD A LOUD NOISE THAT
WAS ACCOMPANIED BY SMOKE AND FLAMES INSIDE THE ENG COMPARTMENT. PLT SHUT OFF FUEL VALVE. THE ACFT WAS TOO HIGH AND TOO
FAST AS IT APPROACHED THE ARPT. THE PLT TRIED S TURNS BUT RAN OUT OF CONTROL DURING THE SECOND S. THE ACFT TOUCHED DOWN
100 FT TO THE WEST OF THE RWY AND 40 DEGS OFF THE RWY HEADING. THE RIGHT WING HIT STEEL FENCE POSTS AND BARBED WIRE.
AFTER GROUND IMPACT THE ACFT FLIPPED UP AND AROUND AND STOPPED ON THE ARPT PROPERTY. INVESTIGATION REVEALED A BROKEN
PISTON, A BROKEN PISTON PIN AND A SEPARATED CYLINDER HEAD ON THE NUMBER FOUR CYLINDER.
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Brief of Accident (Continued)

File No. - 1468 10/25/85 PLATTSBURG,MO A/C Reg. No. N4AS Time (Lcl) - 1810 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB

Finding(s)
1. ENGINE ASSEMBLY,PISTON - FAILURE,PARTIAL
2. ENGINE ASSEMBLY,CYLINDER - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - FENCE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                          National Transportation Safety Board
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                                                Brief of Accident

      File No. - 1493       4/20/85    COLLINSVILLE,MS            A/C Reg. No. N9636S           Time (Lcl) - 1600 CST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                 DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire               Crew       1        0        0        0
     Flight Conducted Under     -14 CFR 91                       NONE              Pass       1        0        0        0
     Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CHAMPION 7GCA                  Eng Make/Model - LYCOMING O-320-B2B       ELT Installed/Activated - NO -N/A
     Landing Gear    - TAILWHEEL-ALL FIXED            Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt    -    2650                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       2                        Rated Power    -     160 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                    Itinerary                                Airport Proximity
      Wx Briefing        - NO RECORD OF BRIEFING      Last Departure Point                     OFF AIRPORT/STRIP
        Method           - N/A                          MERIDIAN,MS
        Completeness     - N/A                       Destination                            Airport Data
      Basic Weather      - VMC                          LOCAL
        Wind Dir/Speed- 120/007 KTS                                                            Runway Ident      - N/A
        Visibility     -     7.0   SM               ATC/Airspace                               Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -     SCATTERED             Type of Flight Plan - NONE              Runway Surface    - N/A
        Lowest Ceiling         - UNK/NR   BROKEN       Type of Clearance   - NONE              Runway Status     - N/A
        Obstructions to Vision- NONE                   Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                             Age -      31                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                   Biennial Flight Review                          Flight Time (Hours)
        COMMERCIAL                                 Current         - YES        Total      -     1200        Last 24 Hrs -       12
        SE LAND,ME LAND                            Months Since    -  2         Make/Model-      500         Last 30 Days- UNK/NR
                                                   Aircraft Type   - A4         Instrument- UNK/NR           Last 90 Days-       42
                                                                                Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
WITNESSES, FRIENDS OF THE PLT, REPORTED SEEING THE ACFT ENGAGED IN AEROBATICS AT ALTITUDES BETWEEN 500 FT AGL AND
2000 FT AGL, APRX 1/4 MILE FROM THEIR OUTDOOR SOCIAL FUNCTION. THEY CONTINUED TO REPORT, THE ACFT ENTERED A SPIN AND
AFTER APRX 2 3/4 REVOLUTIONS IT DISAPPEARED BEHIND TREES. SHORTLY THEREAFTER, THE GROUND IMPACT WAS HEARD.
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Brief of Accident (Continued)

File No. - 1493   4/20/85   COLLINSVILLE,MS   A/C Reg. No. N9636S   Time (Lcl) - 1600 CST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING

Finding(s)
1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
4. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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                              National Transportation Safety Board
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                                     Brief of Accident

    File No. - 1499      9/06/85    TUNICA,MS                 A/C Reg. No. N9893            Time (Lcl) - 1230 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                 Fatal  Serious  Minor   None
     Type of Operation          -AERIAL APPLICATION            Fire                  Crew     0       0       0       1
     Flight Conducted Under     -14 CFR 137                     NONE                 Pass     0       0       0       0
     Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - GRUMMAN G-164A           Eng Make/Model - P&W R-1340-AN1           ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -   1                        Stall Warning System - YES
     Max Gross Wt   -    4500                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                  Rated Power    -     600 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                      SAME AS ACC/INC
       Completeness   - N/A                   Destination                            Airport Data
     Basic Weather    - VMC                      LOCAL
       Wind Dir/Speed- 180/005 KTS                                                     Runway Ident     - N/A
       Visibility     -    10.0   SM           ATC/Airspace                            Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - N/A
       Lowest Ceiling         - NONE             Type of Clearance   - NONE          Runway Status    - N/A
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -      25                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review                     Flight Time (Hours)
        COMMERCIAL                         Current        - YES          Total       -    802        Last 24 Hrs -       5
        SE LAND                            Months Since   -  5           Make/Model-      250        Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR        Instrument-       90        Last 90 Days-    200
                                                                         Multi-Eng -        2

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT DURING AERIAL APPLICATION MANEUVER HE ALLOWED THE AIRSPEED TO GET TOO LOW AND THE ACFT SETTLED
INTO A SOY BEAN FIELD. THE LEFT WING CONTACTED THE CROP AND THE ACFT CARTWHEELED.

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Brief of Accident (Continued)

File No. - 1499   9/06/85   TUNICA,MS   A/C Reg. No. N9893   Time (Lcl) - 1230 CDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING - AERIAL APPLICATION

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1413 1/03/85 MANHATTAN,MT A/C Reg. No. N13954 Time (Lcl) - 0500 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - POLLIWAGEN 2 PLACE
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2
Eng Make/Model - REVMASTER 2100D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR
ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
HELENA,MT

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
UNK/NR

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
HELICOPTER

Instrument Rating(s) - NONE

Age - 28
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 500
Make/Model - 51
Instrument- 2
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 400

----Narrative----

THE ACFT CRASHED IN AN OPEN FLT SHORTLY AFTER TAKEOFF AND WAS DESTROYED BY FIRE. THERE WERE NO WITNESSES TO THE ACCIDENT. THE PLT REPORTEDLY STATED HE NEEDED TO DEPART MANHATTAN BY 0500 MST TO ARRIVE IN HELENA BEFORE 0600 MST WHEN THE ATC TWR OPENED AS HIS ACFT WAS NOT RADIO EQUIPPED. THE WRECKAGE WAS DISCOVERED AT 1430 MST BY ANOTHER ACFT. THE PRIVATE AIRSTRIP AT MANHATTAN WAS NOT EQUIPPED WITH ANY RWY LIGHTING. INSPECTION OF THE ACFT AND ENG DID NOT DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1413 1/03/95 MANHATTAN,MT A/C Reg. No. N13954 Time (Lcl) - 0500 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
  1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                    National Transportation Safety Board
                          Washington, D.C. 20594


                               Brief of Accident

   File No. - 1520       4/05/85    GARNEILL,MT              A/C Reg. No. N21092            Time (Lcl) - 1915 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                     Injuries
                                                              DESTROYED                 Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                      Fire               Crew      0        1        0        0
    Flight Conducted Under    -14 CFR 91                      NONE              Pass      0        0        0        0
    Accident Occurred During  -CRUISE
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-32RT-300T          Eng Make/Model  - LYCOMING IO-540-K1G5D    ELT Installed/Activated - YES/YES
    Landing Gear  - TRICYCLE-RETRACTABLE        Number Engines  -  1                          Stall Warning System - YES
    Max Gross Wt  -    3600                     Engine Type     - RECIP-FUEL INJECTED
    No. of Seats  -       7                     Rated Power     -      300 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                       OFF AIRPORT/STRIP
      Method         - TELEPHONE                   BOZEMAN,MT
      Completeness   - FULL                     Destination                               Airport Data
    Basic Weather    - UNK/NR                      HAVRE,MT
      Wind Dir/Speed- 190/004 KTS                                                           Runway Ident      - N/A
      Visibility     -     8.0   SM            ATC/Airspace                                 Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      UNK/NR           Type of Flight Plan - NONE                 Runway Surface    - N/A
      Lowest Ceiling        - UNK/NR   OVERCAST  Type of Clearance   - NONE                 Runway Status     - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -      42              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                      Flight Time (Hours)
        PRIVATE                                   Current        - YES      Total       -   1285       Last 24 Hrs -       1
        SE LAND                                   Months Since   -  6       Make/Model-     135        Last 30 Days- UNK/NR
                                                  Aircraft Type - PA-32RT   Instrument-      14        Last 90 Days-      31


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT DURING A NIGHT X-COUNTRY FLT, HE ENCOUNTERED MARGINAL (OBSCURED) WX & REVERSED COURSE TO RETURN
TO THE DEPARTURE POINT. HE STATED THAT WHILE HE WAS RETURNING, HE "DOZED OFF A LITTLE BIT" & WHEN HE AWOKE, HE SAW
A MOUNTAIN DIRECTLY AHEAD. HE TOOK EVASIVE ACTION BY PULLING THE ACFT UP, BUT THE ACFT PANCAKED INTO THE MOUNTAIN.
REPORTEDLY, THE PLT WAS TIRED, & WHILE RETURNING, HE RELAXED & MOMENTARILY FELL ASLEEP.

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Brief of Accident (Continued)

File No. - 1520 4/05/85 GARNEILL,MT A/C Reg. No. N21092 Time (Lcl) - 1915 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. TERRAIN CONDITION - HIGH TERRAIN
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - OBSCURATION
4. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)
5. LIGHT CONDITION - DARK NIGHT
6. AIRCRAFT HANDLING - INATTENTIVE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,FATIGUE(CIRCADIAN RHYTHM) - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
10. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,8,10

[illegible] AVAILABLE

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1569 7/29/85 WILSALL,MT A/C Reg. No. N6156R Time (Lcl) - 1010 MDT

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	1	0	0	0

----Aircraft Information----
Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2200
No. of Seats - 4
Eng Make/Model - LYCOMING O-360-FIA6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 50 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
POLSON,MT
Destination
POWELL,WY

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
WILSALL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - 172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 425
Make/Model- 53
Instrument- 4
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

----Narrative----
THE PLT OBTAINED A WX BRIEFING THAT FORECAST IMC. HE FILED A VFR FLT PLAN AND DEPARTED POLSON, MONTANA AT 0830 EN ROUTE TO POWELL, WYOMING. THE PLT SAID HE ENCOUNTERED LOW CEILINGS, LOW VISIBILITIES, AND DRIZZLE JUST PAST HELENA, MONTANA BUT HE CONTINUED. THE PLT SAID WHEN HE THOUGHT HE COULD GO NO FURTHER HE SLOWED THE ACFT AND STARTED A LEFT TURN. THE ACFT COLLIDED WITH TREES AND CRASHED INTO THE GROUND AT ABOUT 1010.

Brief of Accident (Continued)

File No. - 1569 7/29/85 WILSALL,MT A/C Reg. No. N6156R Time (Lcl) - 1010 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT BRIEFING SERVICE - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - OBSCURATION
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
5. WEATHER CONDITION - RAIN
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
7. WEATHER CONDITION - FOG
8. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
9. NOTAMS - DISREGARDED - PILOT IN COMMAND
10. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
11. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
12. OBJECT - TREE(S)
13. ALTITUDE - INADEQUATE - PILOT IN COMMAND
14. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
15. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No  - 1406        6/15/85    BARNARDSVILLE,NC            A/C Reg. No. N83578             Time (Lcl) - 1200 EDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                             Injuries
                                                              SUBSTANTIAL                    Fatal    Serious    Minor     None
    Type of Operation          -INSTRUCTIONAL                Fire                   Crew       0         0         0         1
    Flight Conducted Under     -14 CFR 91                     NONE                  Pass       0         0         0         0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CHAMPION 7AC              Eng Make/Model  - CONTINENTAL C-65-8        ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines  -  1                          Stall Warning System - NO
    Max Gross Wt   -    1220                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                   Rated Power     -      65 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                    Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                         OFF AIRPORT/STRIP
      Method          - N/A                           STATESVILLE,NC
      Completeness    - N/A                        Destination                                Airport Data
    Basic Weather     - VMC                           MARION,NC
      Wind Dir/Speed- 170/010 KTS                                                                Runway Ident      - N/A
      Visibility     -    20.0    SM              ATC/Airspace                                   Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - VFR                    Runway Surface    - N/A
      Lowest Ceiling          - NONE                Type of Clearance   -                        Runway Status     - N/A
      Obstructions to Vision- NONE                  Type Apch/Lndg       - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     26             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        STUDENT                                 Current         - N/A        Total      -      57         Last 24 Hrs -       0
                                                Months Since  - N/A         Make/Model-      10         Last 30 Days- UNK/NR
                                                Aircraft Type - N/A         Instrument-       1         Last 90 Days-      11

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A SUPERVISED SOLO X-COUNTRY FLT, THE STUDENT ACFT EXPERIENCED A LOSS OF PWR AT CRUISE. AFTER REACHING HIS FIRST
CHECK POINT, THE STUDENT REVERSED COURSE BECAUSE HE DEPARTED ON THE WRONG HEADING. BEFORE REACHING THE FIRST CHECK
POINT FOR THE SECOND TIME, THE PWR LOSS WAS SUCH THAT HE COULD NOT CLEAR THE HIGH TERRAIN. HE ELECTED TO REMAIN IN THE
VALLEY. WHEN HE WAS UNABLE TO MAINTAIN ALTITUDE HE MADE AN EMERGENCY LANDING INTO TREES. THE ACFT HAS NOT BEEN REMOVED
FROM THE ACCIDENT SITE. THEREFORE, AN EXAMINATION OF THE ENTIRE AIRFRAME AND ENG HAS NOT BEEN PERFORMED.

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Brief of Accident (Continued)

File No. - 1406   6/15/85   BARNARDSVILLE,NC   A/C Reg. No N83678   Time (Lcl) - 1200 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1564       9/01/85    HENDERSONVILLE,NC          A/C Reg. No. N323T              Time (Lcl) - 1330 EDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                    Fatal    Serious    Minor     None
    Type of Operation          -INSTRUCTIONAL                 Fire                    Crew     0         0          0        1
    Flight Conducted Under     -14 CFR 91                      NONE                   Pass     0         0          0        1
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-18 105             Eng Make/Model - LYCOMING O-235-C1         ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    1500                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -     115 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                        ON AIRPORT
      Method         - N/A                        HENDERSONVILLE,NC
      Completeness   - N/A                     Destination                               Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                           HENDERSONVILLE
      Wind Dir/Speed- VARIABLE                                                              Runway Ident      - 14
      Visibility     -    10.0   SM            ATC/Airspace                                 Runway Lth/Wid    -  3075/   40
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                 Runway Surface    - MACADAM
      Lowest Ceiling     - NONE                  Type of Clearance   - NONE                 Runway Status     - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation      - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     45            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,CFI                        Current        - YES        Total       -   2544          Last 24 Hrs -       4
        SE LAND,ME LAND                       Months Since   - 5          Make/Model-     155          Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR      Instrument-     484          Last 90 Days-      95
                                                                          Multi-Eng -      19

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE TAKEOFF PHASE OF A TOUCH & GO LANDING, THE CFR AND PRIVATE PILOT LOST DIRECTIONAL CONTROL AND RAN OFF THE
SIDE OF THE RUNWAY.
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Brief of Accident (Continued)

File No. - 1564   9/01/85   HENDERSONVILLE,NC   A/C Reg. No. N323T   Time (Lcl) - 1330 EDT

Occurrence   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - HIGH VEGETATION
2. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

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                                         Brief of Accident

    File No. - 1408        9/06/85    SHUFFLETOWN,NC              A/C Reg. No. N6102J              Time (Lcl) - 1635 EDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                        Injuries
                                                                  DESTROYED                     Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                         Fire                    Crew     0        0        1         0
    Flight Conducted Under     -14 CFR 91                         NONE                   Pass     0        2        0         0
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28R-200           Eng Make/Model - LYCOMING IO-360-C1C       ELT Installed/Activated - NO  N/A
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2650                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       4                    Rated Power    -     200 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                    Airport Proximity
    Wx Briefing       - FSS                     Last Departure Point                         OFF AIRPORT/STRIP
      Method          - TELEPHONE                 /DRAIN,MI
      Completeness    - FULL                   Destination                                Airport Data
    Basic Weather     - VMC                       CHARLOTTE,NC                               CHARLOTTE/DULLES INT'L
      Wind Dir/Speed- 240/006 KTS                                                            Runway Ident      - 18R
      Visibility    -    10.0   SM             A/C/Airspace                                  Runway Ltn/Wid    - 10000/  150
      Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface    - CONCRETE
      Lowest Ceiling          - NONE              Type of Clearance   - TRAFFIC ADVISORY     Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
      Precipitation           - NONE                                    SIMULATED FORCED LANDING
      Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      48             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL,CFI                           Current        - YES      Total        -   1161         Last 24 Hrs -      4
        SE LAND,ME LAND                          Months Since   -  1       Make/Model-    200          Last 30 Days-      7
                                                 Aircraft Type - UNK/NR    Instrument-     89          Last 90 Days-      7
                                                                           Multi-Eng -     16

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED A FENCE DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. THE FLT ORGINATED AT GRAND LEDGE, MI,
AT 1100 EST AND AN UNSCHEDULED LANDING WAS MADE AT ADRIAN, MI, BECAUSE OF WX. THE FLT DEPARTED ADRIAN, MI, AT 1320 EDT.
THE PLT REPORTED THAT DURING THE DESCENT INTO CHARLOTTE INT'L AIRPORT FUEL PRESSURE WAS LOST AND SHORTLY THEREAFTER, THE
ENG QUIT. INSPECTION OF THE ACFT DISCLOSED NO PRESENCE OF FUEL IN EITHER THE FUEL TANKS NOR IN THE FUEL FLOW DIVIDER.

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File No. - 1408 9/06/85 SHUFFLETOWN,NC A/C Reg. No. N6102J Time (Lcl) - 1635 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1565 9/07/85 STAR,NC A/C Reg. No. N19JK Time (Lcl) - 1745 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 305A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 213 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/004 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
STAR,NC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
MONTGOMERY CO.
Runway Ident - 20
Runway Lth/Wid - 3500/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000
Make/Model- 50
Instrument- 250
Multi-Eng - 500
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING LANDING ROLL THE AIRCRAFT GROUND LOOPED AND THE RIGHTLANDING GEAR SEPARATED FROM THE AIRCRAFT. THE PILOT STATED THAT THE RIGHT BRAKE LOCKED CAUSING THE AIRCRAFT TO VEER TO THE RIGHT. NO EVIDENCE OF BRAKE MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1565 9/07/85 STAR,NC A/C Reg. No. N19JK Time (Lcl) - 1745 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - RUNWAY
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 1583       1/27/85    GRAND FORKS,ND            A/C Reg. No. N1850S            Time (Lcl) - 0849 MST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                    Fatal    Serious    Minor     None
      Type of Operation        -INSTRUCTIONAL                   Fire                    Crew      0         0         2         0
      Flight Conducted Under   -14 CFR 91                        NONE                   Pass      0         2         0         0
      Accident Occurred During  -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - BEECH 76                  Eng Make/Model - LYCOMING O-360-A1GGD      ELT Installed/Activated - YES/YES
      Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  2                           Stall Warning System - YES
      Max Gross Wt  -   3900                    Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -      4                    Rated Power    -     180 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                   Airport Proximity
      Wx Briefing      - FSS                        Last Departure Point                        ON AIRPORT
        Method         - TELEPHONE                    SAME AS ACC/INC
        Completeness   - WEATHER NOT PERTINENT      Destination                                Airport Data
      Basic Weather    - VMC                          LOCAL                                     MARK ANDREWS INT'L
        Wind Dir/Speed- 330/015 KTS                                                             Runway Ident     - 35R
        Visibility     -    15.0   SM             ATC/Airspace                                  Runway Lth/Wid   -  3400/   75
        Lowest Sky/Clouds  -      3500 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface   - CONCRETE
        Lowest Ceiling         - NONE               Type of Clearance    - VFR                  Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg       - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      51          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
         COMMERCIAL,CFI                           Current        - YES        Total      -   6430         Last 24 Hrs -      6
         SE LAND,ME LAND                          Months Since   - 16         Make/Model-    200         Last 30 Days-     25
                                                  Aircraft Type  - 201        Instrument-    472         Last 90 Days-    100
                                                                              Multi-Eng -   2600

         Instrument Rating(s)  - AIRPLANE
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----Narrative----

ON SUNDAY 1/27/85 AT APPROXIMATELY 0849 MST, A BEECH DUCHESSN1850S, ON LEASE TO THE UNIVERSITY OF NORTH DAKOTA CRASHED AFTER TAKEOFF FROM THE GRAND FORKS AIRPORT, GRAND FORKS, ND. THE STUDENT PILOT AND CERTIFIED FLIGHT INSTRUCTORE WERE NOT INJURED. TWO PASSENGERS IN THE BACK SEATS RECEIVED SERIOUS INJURIES. THERE WAS NO FLIGHT PLAN FILED AND VMC PREVAILED. THE PRELIMINARY INVESTIGATION REVEALED THAT THIS FLIGHT WAS A TRAINING FLIGHT IN A MULTI-ENGINE AIRCRAFT. THE STUDENT PILOT INITIATED THE FLIGHT ON RUNWAY 34R. AT AN ALTITUDE OF APPROXIMATELY 150 FT. ABOVE GROUND LEVEL (AGL) THE FLIGHT INSTRUCTOR SIMULATED AN ENGINE FAILURE RETARDING THE LEFT THROTTLE. THE STUDENT PILOT WAS SLOW TO REACT TO THE FAILURE AND THE AIRSPEED DROPPED BELOW VMC. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT AND ATTEMPTED TO REGAIN FLYING SPEED BY INCREASING BOTH ENGINES TO FUEL POWER. THE INSTRUCTOR WAS UNABLE TO REGAIN AIRSPEED BEFORE GROUND IMPACT.

Brief of Accident (Continued)

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      File No. - 1583       1/27/85    GRAND FORKS,ND              A/C Reg. No. N1850S              Time (Lcl) - 0849 MST
---------------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
---------------------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  2. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT
  3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
  4. STALL - NOT CORRECTED - PILOT IN COMMAND(CFI)
---------------------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
---------------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1450       9/05/85    UNDERWOOD,ND                A/C Reg. No. N8864N            Time (Lcl) - 1000 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information---
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation         -PERSONAL                       Fire                  Crew       0         0         1         0
     Flight Conducted Under    -14 CFR 91                        NONE                Pass       0         0         0         0
     Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-140         Eng Make/Model - LYCOMING O-320-E2A       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2050                 Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                 Rated Power     -     150 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                                      Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                         OFF AIRPORT/STRIP
       Method         - N/A                       MERCER,ND
       Completeness   - N/A                    Destination                                  Airport Data
     Basic Weather    - VMC                       BEULAH,ND
       Wind Dir/Speed- 150/014 KTS                                                            Runway Ident     - N/A
       Visibility     -     1.500 SM           ATC/Airspace                                   Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      500 FT PART OBS   Type of Flight Plan - NONE                 Runway Surface   - DIRT
       Lowest Ceiling       -    500 FT OVERCAST   Type of Clearance   - NONE                 Runway Status    - SOFT
       Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN                             ROUGH
       Precipitation        - NONE                                       FORCED LANDING
       Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      41            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL                            Current        - YES         Total      -    701        Last 24 Hrs -        1
         SE LAND                               Months Since   - 23          Make/Model-     330        Last 30 Days-        2
                                               Aircraft Type  - PA-28       Instrument-      70        Last 90 Days-        4
                                                                            Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. THE PLT STATED HE WAS PRACTICING SLOW FLT ON THE
RETURN FLT FROM PICKING THE ACFT UP AFTER AN ANNUAL INSPECTION. AS THE ACFT SLOWED TO 90 MPH DURING SLOW FLT, THE PLT
ATTEMPTED TO INCREASE PWR AT WHICH TIME THE ENG DID NOT RESPOND. THE ENG WAS OPERATING AT IDLE PWR WHEN THE FORCED
LANDING WAS MADE FROM AN ALT OF APRX 400 FT AGL. THE PLT STATED CARB HEAT WAS NOT USED DURING THE PWR REDUCTION IN
PREPARATION FOR SLOW FLT OR DURING S-TURN MANEUVERS WHICH HE PERFORMED EARLIER. THE TEMP WAS 62 DEGS F, DEW PNT 60 DEGS.
NO MECHANICAL FAILURES/MALFUNCTIONS WERE DISCOVERED WHICH WOULD HAVE RESULTED IN THE LOSS OF PWR.
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Brief of Accident (Continued)

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      File No. - 1453       9/05/85    UNDERWUOD,ND                A/C Reg. No. N8864N             Time (Lcl) - 1000 CDT
----------------------------------------------------------------------------------------------------------------------

Occurrence #1         LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation    MANEUVER.NG

Finding(s)
  1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2.   CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
  3. FUEL SYSTEM,CARBURETOR - ICE
----------------------------------------------------------------------------------------------------------------------

Occurrence #2         FORCED LANDING
Phase of Operation    DESCENT - EMERGENCY
----------------------------------------------------------------------------------------------------------------------

Occurrence #3         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)
  4. TERRAIN CONDITION - ROUGH/UNEVEN
----------------------------------------------------------------------------------------------------------------------

Occurrence #4         NOSE OVER
Phase of Operation    LANDING - FLARE/TOUCHDOWN
----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1491       3/12/85    ELI,NE                       A/C Reg. No. N6101U            Time (Lcl) - UNK/NR
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                               DESTROYED                    Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                      Fire                   Crew     1        0        0        0
     Flight Conducted Under    -14 CFR 91                      NONE                  Pass     1        0        0        0
     Accident Occurred During  -DESCENT
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA T210R              Eng Make/Model - CONTINENTAL TSIO-520-CE   ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    4100                   Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                   Rated Power    -     325 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
       Method        - N/A                        SAME AS ACC/INC
       Completeness  - N/A                     Destination                              Airport Data
     Basic Weather   - VMC                        UNK/NR
       Wind Dir/Speed- UNK/NR                                                             Runway Ident     - N/A
       Visibility    -    3.000 SM            ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     5000 FT          Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling     -     5000 FT          Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- BLOWING SNOW      Type Apch/Lndg      - NONE
       Precipitation      - SNOW SHOWER
       Condition of Light - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     34          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
         PRIVATE                                  Current       - YES      Total       -    531        Last 24 Hrs - UNK/NR
         SE LAND                                  Months Since  - 14       Make/Model-      24        Last 30 Days-      6
                                                  Aircraft Type - PA 32R   Instrument-      87        Last 90 Days-     10
                                                                           Multi-Eng -      23

         Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THERE WERE NO WITNESSES TO THE TAKEOFF OR THE ACCIDENT. A FLT PLAN WAS NOT FILED AND NO RADAR DATA ON THE FLT WAS FOUND.
THE OWNER OF N6101U ESTIMATED THE TAKEOFF TIME TO BE 2130 CST, MAR. 12 AND THE PLT TOLD THE OWNER HE WAS GOING TO UTAH.
THE WRECKAGE OF N6101U WAS FOUND AT 1500 CST, MAR. 13 IN A SPARSLEY POPULATED SANDHILL AREA OF NW NEBRASKA. THE ACCIDENT
SITE IS 180 NM N OF A DIRECT ROUTE FROM THE DEPARTURE ARPT AND THE PROBABLE DESTINATION. THE MAIN WRECKAGE WAS SCATTERED
OVER AN AREA 400' X 150' SE OF AN IMPACT CRATER WHICH WAS 3' DEEP AND 10' IN DIAMETER. THE LEFT HINGED WINDOW AND THE
RUDDER WERE FOUND BETWEEN 1 AND 2 MI S OF THE MAIN WRECKAGE. METEOROLOGICAL CONDITIONS FOR THE ACCIDENT AREA FOR THE
EVENING OF MAR. 12 AND EARLY MORNING OF MAR. 13 INCLUDED LOW CLOUDS AND SNOW SHOWERS. THE PLT HAD LOGGED 18 HRS FLT TIME
IN THE PAST TWO YEARS AND 2 HOURS OF INSTRUMENT TIME IN THE LAST 6 MONTHS. NO NIGHT TIME WAS LOGGED DURING THE LAST
YEAR.
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Brief of Accident (Continued)

File No. - 1491 3/12/85 ELI,NE A/C Reg. No. N6101U Time (Lcl) - UNK/NR

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - CLOUDS
3. METEOROLOGICAL SERVICE - NOT USED - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. IFR PROCEDURE - NOT USED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
8. WINDOW,DOOR - SEPARATION
9. AIRSPEED(VMO) - EXCEEDED - PILOT IN COMMAND
10. FLIGHT CONTROL,RUDDER - SEPARATION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1402        6/08/85     CURTIS,NE                     A/C Reg. No. N2267E            Time (Lcl) - 1620 CDT
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)             Aircraft Damage                        Injuries
                                                                     SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                           Fire                 Crew      0        0          0         1
     Flight Conducted Under     -14 CFR 91                           NONE                 Pass      0        0          0         2
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172                 Eng Make/Model - LYCOMING O-320-H2AD        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    2150                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                    Rated Power    -     160 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRPORT
       Method          - N/A                       UTICA,NE
       Completeness    - N/A                     Destination                              Airport Data
     Basic Weather     - VMC                       CURTIS,NE                                 CURTIS
       Wind Dir/Speed- 030/018 KTS                                                           Runway Ident      - 17
       Visibility     -    15.0   SM           ATC/Airspace                                  Runway Lth/Wid    -  2200/  290
       Lowest Sky/Clouds  -      6500 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface    - GRASS/TURF
       Lowest Ceiling        - 25000 FT BROKEN    Type of Clearance   - NONE                 Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                     FULL STOP
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      32             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                               Current         - YES      Total       -     296         Last 24 Hrs -        2
         SE LAND                               Months Since    - 22       Make/Model-      240         Last 30 Days- UNK/NR
                                               Aircraft Type - C-172      Instrument-        2         Last 90 Days-       11
                                                                          Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED HE MISREAD THE WINDSOCK AND MADE A DOWNWIND LANDING RESULTED. THE ACFT OVERRAN THE END OF THE GRASS
RWY AND NOSED OVER WHEN THE NOSE GEAR CONTACTED A PLOWED FLD. THE ARPT OPERATOR REPORTED THE WINDS WERE FROM 180 DEGS
AT 18 KTS WHEN THE LANDING TOOK PLACE.

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Brief of Accident (Continued)

File No. - 1402   6/08/85   CURTIS,NE   A/C Reg. No. N2267E   Time (Lcl) - 1620 CDT

Occurrence #1   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)
1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594


                                      Brief of Accident

     File No. - 1434      9/07/85    LINCOLN,NE                  A/C Reg. No. N1756R            Time (Lcl) - 1900 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                   Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                        NONE                 Pass     0        0        0        2
    Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA A185F             Eng Make/Model - CONTINENTAL IO-520-D      ELT Installed/Activated - YES/NO
    Landing Gear   - AMPHIBIAN                Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    3350                  Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                  Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                      LINCOLN,NE
      Completeness   - N/A                    Destination                            Airport Data
    Basic Weather    - VMC                      WINNIPEG,CD
      Wind Dir/Speed- 160/010 KTS                                                       Runway Ident    - N/A
      Visibility    -    12.0   SM           ATC/Airspace                               Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - IFR                Runway Surface  - WATER
      Lowest Ceiling        - NONE             Type of Clearance   - UNK/NR             Runway Status   - WET
      Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN                      WATER-CALM
      Precipitation         - NONE                                   PRECAUTIONARY LANDING
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     44          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
        PRIVATE                            Current        - YES       Total      -   2409       Last 24 Hrs -       0
        SE LAND,SE SEA                     Months Since   -  5        Make/Model-     908       Last 30 Days- UNK/NR
                                           Aircraft Type  - UNK/NR    Instrument-     409       Last 90 Days-      79


        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER TAKEOFF IN AN ACFT WITH AMPHIBIOUS LANDING GEAR. THE PLT CANCELLED HIS FLT PLAN AND HAD THE TWR CHECK THE
LANDING GEAR. HE THEN MADE A PRECAUTIONARY LANDING IN A LAKE WITH THE WHEELS RETRACTED. ONE WHEEL WAS NOT FULLY
RETRACTED AT TOUCHDOWN AND THE ACFT VEERED SHARPLY TO THE LEFT. THERE WAS SUBSTANTIAL DAMAGE TO THE LANDING GEAR/FLOATS,
RIGHT WING AND STRUT AND RIGHT HORIZONTAL STABILIZER. INSPECTION REVEALED THE GEAR ATTACHMENT BOLTS WERE SHEARED OFF.

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Brief of Accident (Continued)

File No. - 1434 9/07/85 LINCOLN,NE A/C Reg. No. N1756R Time (Lcl) - 1900 CDT

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

Finding(s)
1. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,PARTIAL
2. GEAR RETRACTION - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                               National Transportation Safety Board
                                   Washington, D.C. 20594


                                      Brief of Accident

    File No. - 1541       9/17/85    MULLEN,NE                 A/C Reg. No. N5278A           Time (Lcl) - 1830 MDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor     None
      Type of Operation         -BUSINESS                       Fire               Crew       0          0         0         1
      Flight Conducted Under    -14 CFR 91                       NONE              Pass       0          0         0         1
      Accident Occurred During  -TAKEOFF
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 210N               Eng Make/Model - CONTINENTAL IO-520-L     ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    3800                   Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       6                   Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      OFF AIRPORT/STRIP
        Method         - N/A                      SAME AS ACC/INC
        Completeness   - N/A                    Destination                             Airport Data
      Basic Weather    - VMC                      BROKEN BOW,NE                           MULLEN
        Wind Dir/Speed- 170/010 KTS                                                       Runway Ident     - N/A
        Visibility     -    15.0   SM           ATC/Airspace                              Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -      4500 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface   - GRASS/TURF
        Lowest Ceiling          - NONE               Type of Clearance   - NONE           Runway Status    - SOFT
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In Command                        Age -     46             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
          COMMERCIAL                            Current          - YES       Total       -   4000        Last 24 Hrs -        1
          SE LAND                               Months Since       18        Make/Model-      393        Last 30 Days- UNK/NR
          HELICOPTER                            Aircraft Type  - 210N        Instrument-      178        Last 90 Days-       17
                                                                                                         Rotorcraft   -   3300

          Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE TAKEOFF WAS BEING MADE FROM A HAY MEADOW THAT WAS SOFT DUE TO RECENT RAINS. THE PROPERTY OWNER SAID THE FIELD
WAS 1/4 MI LONG. THE DENSITY ALT WAS CALCULATE TO BE 5600 FT. THE PLT SAID THE ACFT DID NOT ATTAIN TAKEOFF SPEED &
THAT IT COLLIDED WITH A FENCE AT THE END OF THE TAKEOFF AREA.

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Brief of Accident (Continued)

File No. - 1541 9/17/85 MULLEN,NE A/C Reg. No. N5278A Time (Lcl) - 1830 MDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. TERRAIN CONDITION - SOFT
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
6. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1580      10/25/85    WEEPING WATER,NE          A/C Reg. No. N47734           Time (Lcl) - 1100 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                       Fire                  Crew     0        0        0         1
     Flight Conducted Under     -14 CFR 91                       NONE                 Pass     0        0        0         1
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-161               Eng Make/Model - LYCOMING O-320-D3G        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -   2150                        Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                        Rated Power     -     160 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                       Airport Proximity
     Wx Briefing      - FSS                         Last Departure Point                            ON AIRPORT
       Method         - IN PERSON                     LINCOLN,NE
       Completeness   - WEATHER NOT PERTINENT        Destination                                  Airport Data
     Basic Weather    - VMC                           WEEPING WATER,NE                              BROWNS
       Wind Dir/Speed- 180/015 KTS                                                                  Runway Ident     - 17
       Visibility     -   20.0   SM                 ATC/Airspace                                    Runway Lth/Wid   -  2200/   60
       Lowest Sky/Clouds -     CLEAR                  Type of Flight Plan - NONE                    Runway Surface   - GRASS/TURF
       Lowest Ceiling         - NONE                  Type of Clearance   - NONE                    Runway Status    - DRY
       Obstructions to Vision- NONE                   Type Apch/Lndg      - FULL STOP
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -     32             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                  Current        - YES        Total      -     292         Last 24 Hrs - UNK/NR
         SE LAND                                  Months Since   -  6         Make/Model-     173         Last 30 Days- UNK/NR
                                                  Aircraft Type - PA-28       Instrument-      11         Last 90 Days-      10
                                                                              Multi-Eng -      18

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT STATED THAT HE WAS GOING TOO FAST WHEN HE TOUCHED DOWN ON THE SHORT RUNWAY AND SHOULD HAVE MADE A GO
AROUND. THE AIRPLANE WENT OFF THE END OF THE RUNWAY, WENT DOWN A SLOPE AND IMPACTED A PILOE OF ROCKS.

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Brief of Accident (Continued)

File No. - 1580 10/25/85 WEEPING WATER,NE A/C Reg. No. N47734 Time (Lcl) - 1100 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. DISTANCE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DOWNHILL
5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1424       5/19/85    HOOKSETT,NH                A/C Reg. No. N52197             Time (Lcl) - 1100 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation         -FERRY                          Fire                   Crew     0        0        0        1
     Flight Conducted Under    -14 CFR 91                       NONE                  Pass     0        0        0        0
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 180J                     Eng Make/Model - CONTINENTAL 0-470-S       ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2950                         Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       6                         Rated Power     -     230 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                     Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING         Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                             MANCHESTER,NH
       Completeness   - N/A                          Destination                              Airport Data
     Basic Weather    - VMC                             SAME AS ACC/INC
       Wind Dir/Speed- 310/012 KTS                                                              Runway Ident     - N/A
       Visibility    -    20.0    SM                 ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      2000 FT               Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling         -  2000 FT BROKEN        Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE                    Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -      55              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                                   Current         - YES         Total       -     390         Last 24 Hrs - UNK/NR
         SE LAND,SE SEA                            Months Since  -  5            Make/Model-       13         Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR        Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                                 Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS FERRYING THE ACFT TO A FLD WHERE FLOATS WERE TO BE INSTALLED. WHILE ON THE APCH, THE ACFT ENCOUNTERED A
CROSSWIND AND DRIFTED 20 FT OFF THE INTENDED CENTERLINE. THE ACFT TOUCHED DOWN AND ROLLED ABOUT 110 FT BEFORE
COLLIDING WITH A SMALL BUSH AND NOSING OVER.

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Brief of Accident (Continued)

File No. - 1424 5/19/85 HOOKSETT,NH A/C Reg. No. N52197 Time (Lcl) - 1100 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - HIGH VEGETATION
2. WEATHER CONDITION - CROSSWIND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1554      10/27/85    ROCHESTER,NH             A/C Reg. No. N734PX            Time (Lcl) - 1655 EST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              DESTROYED                 Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                     Fire              Crew      1         0          0        0
    Flight Conducted Under     -14 CFR 91                     ON GROUND         Pass      1         0          0        0
    Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150B            Eng Make/Model - LYCOMING O-320-H2AD       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2300                Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                Rated Power     -      150 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                    OFF AIRPORT/STRIP
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                      Destination                           Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC
      Wind Dir/Speed- 260/008 KTS                                                       Runway Ident      - 32
      Visibility     -    30.0   SM          ATC/Airspace                                Runway Lth/Wid   -  3100/   60
      Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - N/A
      Lowest Ceiling         - 10000 FT BROKEN     Type of Clearance   - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - GO AROUND
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     40               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                              Current         - YES       Total      -    217          Last 24 Hrs - UNK/NR
        SE LAND                              Months Since    - 22        Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR      Instrument-       0          Last 90 Days-      3


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
DURING LANDING APPROCH TO RUNWAY 32, THE AIRCRAFT STARTED TO PORPOISE OVER THE RUNWAY. THE AIRCRAFT CONTINUED IN THIS
MANNER UNTIL IT NEARED THE END OF THE RUNWAY. THE AIRCRAFT THEN STARTED A SLOW CLIMBING RIGHT TURNJUST CLEARING NEARBY
TREES. THE AIRCRAFT RIGHT BANK ATTITUDE STEEPEN TO BETWEEN 45 60 DEGREES BEFORE IT DESCENDED AND IMPACTED THE
GROUND. WINDS WERE REPORTED AS VARIABLE FROM 260 TO 310 DEGREES AT 10 KNOTS GUSTING TO 15 KNOTS. EXAMINATION OF THE
AIRCRAFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. THE FLAPSWERE UP. THERE WAS NO EVIDENCE OF PILOT IMPAIRMENT OR
INCAPACITATION.
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Brief of Accident (Continued)

File No. - 1554 10/27/85 ROCHESTER,NH A/C Reg. No. N734PX Time (Lcl) - 1655 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. GO-AROUND - DELAYED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

     File No. - 1464       5/25/85    MILLVILLE,NJ              A/C Reg. No. N911JM          Time (Lcl) - 1115 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                  SUBSTANTIAL                Fatal    Serious    Minor      None
     Type of Operation          -PERSONAL                        Fire               Crew      0        0         0          1
     Flight Conducted Under     -14 CFR 91                        NONE              Pass      0        0         0          4
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - GULFSTREAM 681            Eng Make/Model - GARPETT TPE-331-151K      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                            Stall Warning System - YES
     Max Gross Wt   -    9400                   Engine Type    - TURBOJET
     No. of Seats   -      11                   Rated Power    -     575 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
        Method         - N/A                        N. MYRTLE,NC
        Completeness   - N/A                     Destination                              Airport Data
      Basic Weather    - VMC                        MILLVILLE,NJ                             MILLVILLE
        Wind Dir/Speed- 020/010 KTS                                                          Runway Ident      - 10
        Visibility     -   10.0   SM            ATC/Airspace                                 Runway Lth/Wid   -   5000/  150
        Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - IFR                  Runway Surface   - CONCRETE
        Lowest Ceiling       - NONE               Type of Clearance   - NONE                 Runway Status    - DRY
        Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation        - NONE
        Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     48          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
          PRIVATE                              Current        - YES       Total      -    1092         Last 24 Hrs -        4
          SE LAND,ME LAND                      Months Since   -  2        Make/Model-    1092         Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument-      96         Last 90 Days-       41
                                                                          Multi-Eng -     110         Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT WHEN THE LANDING GEAR WAS LOWERED DURING THE APCH, THE RIGHT MAIN GEAR LIGHT DID NOT ILLUMINATE,
HOWEVER, THE "IN-TRANSIT" LIGHT WENT OUT. HE ALSO REPORTED, THE GEAR WARNING HORN STOPPED SOUNDING AND THE HYDRAULIC
PRESSURE WAS NORMAL. THE GEAR WAS THEN RECYCLED AND THE SAME RESULTS OCCURRED. THE GEAR APPEARED DOWN AND LOCKED DURING
A VISUAL INSPECTION. THE PLT REPORTED TOUCHDOWN WAS "LIGHT" AND EVERYTHING WAS NORMAL UNTIL THE THROTTLES WERE REDUCED
AT WHICH TIME THE ACFT SEEMED TO "HOP". THE RIGHT GEAR THEN COLLAPSED AND THE ACFT MADE A GRADUAL TURN TO THE RIGHT.
DESPITE REMEDIAL ACTION, THE ACFT CAME TO REST APRX 25 FT OFF THE RIGHT SIDE OF THE RWY.
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Brief of Accident (Continued)

File No. - 1464   5/25/85   MILLVILLE,NJ   A/C Reg. No. N911JM   Time (Lcl) - 1115 EDT

Occurrence #1   GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
1. UNDETERMINED

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   LANDING - ROLL

Finding(s)
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                                 National Transportation Safety Board
                                       Washington, D.C. 20594



                                          Brief of Accident

     File No. - 1460       6/14/85    LINDEN,NJ                  A/C Reg. No. N732VU           Time (Lcl) - 2055 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                Fatal    Serious    Minor     None
      Type of Operation        -PERSONAL                        Fire                 Crew     0         0          0         1
      Flight Conducted Under   -14 CFR 91                        NONE                Pass     0         0          0         0
      Accident Occurred During -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 210M               Eng Make/Model - CONTINENTAL IO-520-L     ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines - 1                           Stall Warning System - YES
      Max Gross Wt   -    3800                   Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       6                   Rated Power    -     300 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                 Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
        Method        - N/A                         LINDEN,NJ
        Completeness  - N/A                      Destination                             Airport Data
      Basic Weather   - VMC                         SAME AS ACC/INC                         LINDEN
        Wind Dir/Speed- 270/010 KTS                                                         Runway Ident     - N/A
        Visibility     -    10.0   SM            ATC/Airspace                               Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - N/A
        Lowest Ceiling        - NONE                 Type of Clearance   - NONE             Runway Status    - N/A
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
        Precipitation         - NONE
        Condition of Light    - NIGHT(BRIGHT)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      50            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review               Flight Time (Hours)
          PRIVATE                                Current        - YES       Total      -    520          Last 24 Hrs -       2
          SE LAND                                Months Since   - 13        Make/Model-      35          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-     132          Last 90 Days-      30


          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE PREFLT INSPECTION, THE PLT VISUALLY CHECKED THE FUEL TANKS AND DETERMINED THEM TO BE FULL. THE FLT WAS MADE
WITH THE FUEL SELECTOR ON THE LEFT WING TANK. DURING THE APCH TO LINDEN ARPT, THE ENG STOPPED OPERATING. THE PLT
ATTEMPTED TO RESTART THE ENG, HOWEVER, HE WAS UNABLE TO DO SO. DURING THE RESTART ATTEMPTS, THE PLT DID NOT SWITCH TO
RIGHT FUEL TANK. DURING AN INSPECTION OF THE ACFT THE FOLLOWING DAY, APRX 29 GALLONS OF FUEL WERE DRAINED FROM THE
RIGHT TANK. ACCORDING TO THE PLT, THE LEFT FUEL GAGE WAS SERVICED RECENTLY AND FAILED IN FLT INDICATING FUEL THROUGHOUT
THE FLT.
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Brief of Accident (Continued)

File No. - 1460 6/14/85 LINDEN,NJ A/C Reg. No. N732VU Time (Lcl) - 2055 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)
1. FLUID,FUEL - STARVATION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
4. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
5. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
7. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,7

Factor(s) relating to this accident is/are finding(s) 3,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 1472       1/20/85    CARSON,NM                    A/C Reg. No. N40TE               Time (Lcl) - 2315 MST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage                          Injuries
    Name of Carrier           -EMS                            DESTROYED                      Fatal    Serious    Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER   Fire                    Crew     1         0         0        0
    Flight Conducted Under    -14 CFR 135                     UNK/NR                  Pass     2         0         0        0
    Accident Occurred During  -DESCENT
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELL 206 L-1          Eng Make/Model - ALLISON 250C-28B        ELT Installed/Activated - YES/NO
    Landing Gear   - SKID                  Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -    4150               Engine Type    - TURBOSHAFT
    No. of Seats   - UNK/NR                Rated Power    -      435 LBS THRUST
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                    Last Departure Point                       OFF AIRPORT/STRIP
      Method         - ACFT RADIO               ALBUQUERQUE,NM
      Completeness   - FULL                  Destination                               Airport Data
    Basic Weather    - VMC                      TAOS,NM                                   UNKNOWN
      Wind Dir/Speed- 140/007 KTS                                                         Runway Ident     - N/A
      Visibility     -     3.000 SM          ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -       100 FT        Type of Flight Plan - NONE                 Runway Surface   - N/A
      Lowest Ceiling       -     100 FT OVERCAST  Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- FOG              Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     52           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
       ATP                                Current        - YES     Total      -  14000        Last 24 Hrs -       1
       ME LAND,SE SEA                     Months Since   -  3      Make/Model-    1500        Last 30 Days-      13
       HELICOPTER                         Aircraft Type - 206 L-1  Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                   Multi-Eng - UNK/NR         Rotorcraft   -  14000

       Instrument Rating(s)  - HELICOPTER
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE HELICOPTER CRASHED IN OPEN TERRAIN DURING A TURN TO REVERSE DIRECTION. WITNESSES STATED THE ACFT WAS HEADING NORTH
AND WAS ON A CONVERGING COURSE WITH HIGH TENSION LINES THAT WERE ABOUT 80 TO 100 FT HIGH AND THE BELLY COUNTED
SPOTLIGHT WAS ILLUMINATED WHEN IT PASSED OVERHEAD. THE HELICOPTER IMPACTED SNOW COVERED TERRAIN IN A STEEP DESCENDING
BANK TO THE RIGHT AT A HIGH RATE OF SPEED ON A SOUTHERLY HEADING. THE POWER LINES SHOWED NO EVIDENCE OF HAVING BEEN
STRUCK. THE ACCIDENT SITE WAS 300 FT EAST OF THE POWER LINES.

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Brief of Accident (Continued)

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     File No. - 1472       1/20/85    CARSON,NM                     A/C Reg. No. N40TE              Time (Lcl) - 2315 MST
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Occurrence #1         IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation    CRUISE

Finding(s)
  1. WEATHER CONDITION - LOW CEILING
  2.    WEATHER EVALUATION - POOR - PILOT IN COMMAND
  3. WEATHER CONDITION - FOG
  4. LIGHT CONDITION - DARK NIGHT
----------------------------------------------------------------------------------------------------------------------

Occurrence #2         LOSS OF CONTROL - IN FLIGHT
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
----------------------------------------------------------------------------------------------------------------------

Occurrence #3         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)
  6. TERRAIN CONDITION - SNOW COVERED
----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 1498       4/16/85    GALLUP,NM                  A/C Reg. No. N123BC            Time (Lcl) - 0715 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                Fatal    Serious    Minor     None
    Type of Operation         -BUSINESS                       Fire                 Crew      0         0         0         1
    Flight Conducted Under    -14 CFR 91                        NONE               Pass      0         0         0         1
    Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - BEECH 58TC             Eng Make/Model - CONTINENTAL TSIO-520-L    ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-RETRACTABLE   Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt    -    6100                Engine Type    - RECIP-FUEL INJECTED
    No. of Seats    -       6                Rated Power    -     310 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                  Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                     ON AIRPORT
      Method          - N/A                       ALBUQUERQUE,NM
      Completeness    - N/A                   Destination                              Airport Data
    Basic Weather     - VMC                       SAME AS ACC/INC                        GALLUP MUNI
      Wind Dir/Speed- CALM                                                               Runway Ident     - 24
      Visibility      -    25.0   SM        ATC/Airspace                                 Runway Lth/Wid   -  6300/  100
      Lowest Sky/Clouds  -     10000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE             Type of Clearance    - VFR                Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg       - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                   Age -     52           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)         Biennial Flight Review                 Flight Time (Hours)
        ATP                                Current        - YES      Total      -    6025        Last 24 Hrs -       2
        SE LAND,ME LAND                    Months Since   -  3       Make/Model-       38        Last 30 Days- UNK/NR
                                           Aircraft Type  - 58-TC    Instrument- UNK/NR          Last 90 Days-      97
                                                                     Multi-Eng -     2000        Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT STATED THAT HE INADVERTENTLY RAISED THE LANDING GEAR DURING THE LANDING ROLL.

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Brief of Accident (Continued)

File No. - 1498 4/16/85 GALLUP,NM A/C Reg. No. N123BC Time (Lcl) - 0715 MST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                              Washington, D C. 20594



                                  Brief of Accident

    File No. - 1527      7/04/85    LORDSBURG,NM          A/C Reg. No. N43490            Time (Lcl) - 1552 MDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                             SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                     Fire                  Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                     NONE                 Pass     0        0        1        2
    Accident Occurred During  -TAXI
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172L               Eng Make/Model - LYCOMING O-320-E2D       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2300                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                   Rated Power    -      150 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRPORT
      Method         - N/A                       WILCOX,AZ
      Completeness   - N/A                    Destination                              Airport Data
    Basic Weather    - VMC                       EL PASO,TX                                LORDSBURG
      Wind Dir/Speed- 030/011 KTS                                                          Runway Ident     - UNK/NR
      Visibility    -     60.0   SM           ATC/Airspace                                 Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - VFR               Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE             Type of Clearance    - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg       - UNK/NR
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      42           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                Current         - YES       Total       -     129        Last 24 Hrs -       4
        SE LAND                                Months Since    -  5        Make/Model- UNK/NR            Last 30 Days-      24
                                               Aircraft Type - C-150       Instrument-         6         Last 90 Days-      39


        Instrument Rating(s)   - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT SAID HE HAD ENCOUNTERED MODERATE TURBULENCE WHILE EN ROUTE & HIS PASSENGERS BECAME AIR SICK. HE DECIDED TO
LAND AT THE NEAREST SUITABLE ARPT. THE LANDING WAS MADE WITHOUT INCIDENT. HOWEVER, WHILE TAXIING TO THE RAMP, THE
AIRCRAFT ENCOUNTERED WHAT ONE WITNESS DESCRIBED AS A "WHIRL WIND" OR "DUST DEVIL" & WAS FLIPPED OVER ON ITS BACK.

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File No. - 1527 7/04/85 LORDSBURG,NM A/C Reg. No. N43490 Time (Lcl) - 1552 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
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Brief of Accident

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File No. - 1470       7/07/85    TATUM,NM                  A/C Reg. No. N4203Y            Time (Lcl) - 1750 MDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                   Crew     0        1        0        0
    Flight Conducted Under    -14 CFR 91                       NONE                  Pass     0        0        0        0
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - ROLLADEN-SCHNEIDER LS-4        Eng Make/Model - N/A               ELT Installed/Activated - NO -N/A
    Landing Gear  - UNK/NR                          Number Engines - N/A                  Stall Warning System - NO
    Max Gross Wt   -    1041                        Engine Type    - N/A
    No. of Seats   -       1                        Rated Power    - N/A
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                 Airport Proximity
    Wx Briefing      - UNK/NR                      Last Departure Point                      OFF AIRPORT/STRIP
      Method         - UNK/NR                        HOBBS,NM
      Completeness   - WEATHER NOT PERTINENT        Destination                            Airport Data
    Basic Weather    - VMC                           LOCAL
      Wind Dir/Speed- 120/008 KTS                                                            Runway Ident     - N/A
      Visibility    -    30.0   SM               ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE                Runway Surface   - GRASS/TURF
      Lowest Ceiling         - NONE                Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE                                      FORCED LANDING
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      58              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review               Flight Time (Hours)
       PRIVATE                                 Current      - YES       Total      -    1300       Last 24 Hrs -       6
       SE LAND                                 Months Since - 16        Make/Model-       41       Last 30 Days- UNK/NR
       GLIDER                                  Aircraft Type - UNK/NR   Instrument-        0       Last 90 Days-     108

       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT 7 MILES SW OF TATUM, NM, AN AREA OF "SINK" WAS ENCOUNTERED AND INSUFFICIENT ALT REMAINED TO GLIDE
TO THE TATUM ARPT. AN APCH WAS THEN MADE (INTO THE SUN) FOR A LANDING IN A FLD. DURING THE LANDING FLARE, THE PLT
NOTICED A ROW OF FENCE POSTS IN THE FLT PATH. AFRAID ONE OF THE FENCE WIRES WOULD CUT THROUGH THE COCKPIT, THE PLT
PULLED UP IN AN ATTEMPT TO CLEAR THE FENCE. THE ACFT STALLED AT AN ALT OF APRX 6 FT AGL AND CONTACTED THE GROUND.

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Brief of Accident (Continued)

File No. - 1470 7/07/85 TATUM,NM A/C Reg. No. N4203Y Time (Lcl) - 1750 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. OBJECT - FENCE
2. LIGHT CONDITION - SUNGLARE
3. CLEARANCE - ATTEMPTED - PILOT IN COMMAND
4. PULL-UP - EXCESSIVE - PILOT IN COMMAND
5. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 1543       7/23/85    LOGAN,NM                    A/C Reg. No. N7685B          Time (Lcl) - 0800 MDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                           Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor    None
    Type of Operation          -BUSINESS                        Fire                   Crew    0         0         0        1
    Flight Conducted Under     -14 CFR 91                        NONE                  Pass    0         0         0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELLANCA 14-19-3              Eng Make/Model - CONTINTENTAL O-470-K       ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-RETRACTABLE MAINS   Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2700                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                       Rated Power     -     285 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                 Airport Proximity
    Wx Briefing       - TV WX                       Last Departure Point                      OFF AIRPORT/STRIP
      Method          - TV/RADIO                      SANTA ROSA,NM
      Completeness  - WEATHER NOT PERTINENT         Destination                             Airport Data
    Basic Weather    - VMC                            SAME AS ACC/INC
      Wind Dir/Speed- VARIABLE                                                                Runway Ident     - N/A
      Visibility     -    50.0   SM                 ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR                  Type of Flight Plan - NONE                Runway Surface   - GRAVEL
      Lowest Ceiling          - NONE                  Type of Clearance    - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                    Type Apch/Lndg       - STRAIGHT-IN
      Precipitation           - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      36             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                 Current         - YES     Total      -    140        Last 24 Hrs -      1
        SE LAND                                 Months Since  -  0        Make/Model-     74         Last 30 Days-     28
                                                Aircraft Type - 14-19-2   Instrument-      5         Last 90 Days-     49


        Instrument Rating(s)   - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT LOST DIRECTIONAL CONTROL WHILE LANDING ON A GRAVEL ROAD. SUBSEQUENTLY, THE ACFT WAS DAMAGED WHEN IT VEERED
TO THE RIGHT & WENT INTO A DITCH.

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File No. - 1543   7/23/85   LOGAN,NM   A/C Reg. No. N7685B   Time (Lcl) - 0800 MDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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       File No. - 1449       8/30/85    SANTA FE,NM                A/C Reg. No. N63258              Time (Lcl) - 1459 MDT
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----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                              Injuries
                                                                   SUBSTANTIAL                   Fatal    Serious    Minor     None
      Type of Operation          -INSTRUCTIONAL                   Fire                   Crew      0          0          0         1
      Flight Conducted Under     -14 CFR 91                        NONE                  Pass      0          0          0         0
      Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 150M                      Eng Make/Model - CONTINENTAL O-200-A        ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED                   Number Engines -  1                            Stall Warning System - YES
      Max Gross Wt   -    1600                          Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                          Rated Power    -     100 HP
----------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                      Itinerary                                       Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING          Last Departure Point                            ON AIRPORT
        Method         - N/A                              TAOS,NM
        Completeness   - N/A                           Destination                                  Airport Data
      Basic Weather    - VMC                              SANTA FE,NM                                   SANTA FE COUNTY MUNIC
        Wind Dir/Speed- 120/008 KTS                                                                     Runway Ident      - 15
        Visibility     -   40.0   SM                  ATC/Airspace                                      Runway Lth/Wid    -  6304/    6
        Lowest Sky/Clouds  -      7000 FT SCATTERED     Type of Flight Plan - NONE                      Runway Surface    - ASPHALT
        Lowest Ceiling         - NONE                   Type of Clearance   - NONE                      Runway Status     - DRY
        Obstructions to Vision- NONE                    Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE                                          GO AROUND
        Condition of Light     - DAYLIGHT                                      FULL STOP
----------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                            Age -      18              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
          STUDENT                                    Current        - N/A       Total      -      23           Last 24 Hrs - UNK/NR
                                                     Months Since   - N/A       Make/Model -      22           Last 30 Days- UNK/NR
                                                     Aircraft Type  - N/A       Instrument -       1           Last 90 Days- UNK/NR


          Instrument Rating(s)  - NONE
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----Narrative----
THE PLT EXPERIENCED A HARD LANDING WHILE ON A SOLO X-COUNTRY FLT. THE PLT REPORTED THE FLT HAD BEEN DELAYED UNTIL
MID-AFTERNOON BECAUSE OF MECHANICAL PROBLEMS AT BY THAT TIME THE WINDS HAD PICKED UP. THE STUDENT PLT ALSO REPORTED
HAVING LITTLE DUAL EXPERIENCE AND NO SOLO EXPERIENCE WITH X-WIND LANDINGS.

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Brief of Accident (Continued)

File No. - 1449 8/30/85 SANTA FE,NM A/C Reg. No. N63258 Time (Lcl) - 1459 MDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1544 9/11/85 GALLUP,NM A/C Reg. No. N399KM Time (Lcl) - 1100 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-H
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 190/020 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 20000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FARMINGTON,NM
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
GALLUP MUNI
Runway Ident - 06
Runway Lth/Wid - 6300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 42
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 65
Make/Model- 65
Instrument- 2
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 65

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT WAS RETURNING FROM A SOLO X-COUNTRY FLT. PRIOR TO LANDING, HE CALLED THE FSS & WAS ADVISED THAT THE WIND WAS FROM 190 DEG & WAS GUSTY. AS HE LANDED ON RWY 6, THE ACFT VEERED TO THE LEFT, WENT OFF THE RWY, HIT A RWY LIGHT & WAS DAMAGED.

Brief of Accident (Continued)

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      File No. - 1544       9/11/85    GALLUP,NM                     A/C Reg. No. N399KM            Time (Lcl) - 1100 MDT
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Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     LANDING - ROLL

Finding(s)
  1. WEATHER CONDITION - GUSTS
  2. WEATHER CONDITION - CROSSWIND
  3. WEATHER CONDITION - TAILWIND
  4.   WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  5.     IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
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Occurrence #2          ON GROUND COLLISION WITH OBJECT
Phase of Operation     TAXI - TO TAKEOFF

Finding(s)
  8. OBJECT - RUNWAY LIGHT
--------------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1421       7/06/85    RENO,NV                   A/C Reg. No. N200AW            Time (Lcl) - 0950 PDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                 Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE                Pass     0        0        0        2
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MEYERS 2000                   Eng Make/Model - CONTINENTAL IO-520-A     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3000                       Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       4                       Rated Power    -     285 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                              Airport Proximity
     Wx Briefing      - UNK/NR                     Last Departure Point                   ON AIRPORT
       Method         - UNK/NR                       FALLEN,NV
       Completeness   - UNK/NR                    Destination                          Airport Data
     Basic Weather    - VMC                          RENO,NV                              RENO
       Wind Dir/Speed- 320/008 KTS                                                        Runway Ident      - 34R
       Visibility    -    30.0   SM               ATC/Airspace                            Runway Lth/Wid    -  9000/  150
       Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE            Runway Surface    - CONCRETE
       Lowest Ceiling         - NONE                Type of Clearance   - NONE            Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     52             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL                            Current         - YES      Total      -   1416        Last 24 Hrs -       7
         SE LAND,ME LAND,SE SEA                Months Since    - 14       Make/Model-    275         Last 30 Days- UNK/NR
         HELICOPTER                            Aircraft Type   - UNK/NR   Instrument-     77         Last 90 Days-      85
                                                                          Multi-Eng -     15         Rotorcraft  -      26

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
A LOSS OF PWR OCCURRED JUST AS THE ACFT WAS ENTERING THE TRAFFIC PATTERN. THE ACFT WAS LANDED 650 FT SHORT OF THE
RWY. THE REASON FOR THE PWR LOSS COULD NOT BE DETERMINED BY AN A & P MECHANIC. THE PLT DID NOT PLAN THE APCH ACCURATELY
ENOUGH TO TOUCHDOWN ON ONE OF THE RWYS.

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Brief of Accident (Continued)

File No. - 1421 7/06/85 RENO,NV A/C Reg. No. N200AW Time (Lcl) - 0950 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 1441        7/16/85    DENIO,NV                  A/C Reg. No. N2611G            Time (Lcl) - 0850 PDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                           Injuries
                                                               SUBSTANTIAL                     Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                     Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                    Pass     0        0        0        3
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 182                Eng Make/Model - CONTINENTAL O-470-L        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    2950                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                    Rated Power    -     230 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing      - UNK/NR                    Last Departure Point                       OFF AIRPORT/STRIP
      Method         - UNK/NR                      MALIN,OR
      Completeness   - UNK/NR                   Destination                              Airport Data
    Basic Weather    - VMC                         LOCAL
      Wind Dir/Speed- CALM                                                                  Runway Ident     - N/A
      Visibility     -    50.0    SM           ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - NONE                 Runway Surface   - N/A
      Lowest Ceiling          - NONE             Type of Clearance   - NONE                 Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     44          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                Current         - YES     Total      -     700      Last 24 Hrs -       2
        SE LAND                                Months Since    - 23      Make/Model-     300      Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument-       0      Last 90 Days-      10


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
A LOSS OF PWR OCCURRED WHILE CRUISING ABOVE MOUNTAINOUS TERRAIN. DURING FORCED LANDING THE NOSE GEAR COLLAPSED AND
THE ACFT NOSED OVER. THE ENG HAD JUST BEEN REBUILT LESS THAN 37 HRS PRIOR TO THE ACCIDENT. THE PLT STATED THAT A WEEK
PRIOR TO THE ACCIDENT THE ENG CEASED OPERATING DURING A TAKEOFF RUN. THE PLT OMITTED THE FACT THAT AUTOMOTIVE FUEL WAS
USED IN THIS ACFT. THE MECHANIC DISCOVERED THE FUEL DURING AN ENG EXAMINATION. NO MECHANICAL FAILURES/MALFUNCTIONS WERE
DISCOVERED DURING THE EXAMINATION.

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Brief of Accident (Continued)

File No. - 1441 7/16/85 DENIO,NV A/C Reg. No N2611G Time (Lcl) - 0850 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. FLUID,FUEL - IMPROPER
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

  File No. - 1452       7/24/85    TUSCARORA,NV            A/C Reg. No. N8026R           Time (Lcl) - 1735 PDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                 DESTROYED                Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                          Fire              Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                         NONE              Pass     0        0        1        0
    Accident Occurred During  -APPROACH
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECHCRAFT A-24-R           Eng Make/Model - LYCOMING IO-360-A13     ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    2750                     Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      4                      Rated Power    -     200 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                     OFF AIRPORT/STRIP
       Method         - UNK/NR                     PALO ALTO,CA
       Completeness   - UNK/NR                  Destination                             Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC
       Wind Dir/Speed- 240/015 KTS                                                         Runway Ident     - N/A
       Visibility     -    50.0   SM           ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - VFR                 Runway Surface   - N/A
       Lowest Ceiling       - NONE               Type of Clearance    - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE              Type Apch/Lndg       - FULL STOP
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      41          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s).               Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                  Current         - YES       Total        -    932       Last 24 Hrs -       4
        SE LAND                                  Months Since    -  6        Make/Model-       800       Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument-       156       Last 90 Days-      48
                                                                             Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ATTEMPTING TO LAND ON A DIRT ROAD UPHILL AT ABOUT 6,200 FT WITH GEAR AND FLAPS DOWN A GO-AROUND WAS
ATTEMPTED AT ABOUT 50 FT AGL WHEN THE PLT DECIDED NOT TO LAND. THE ACFT FAILED TO CLIMB AND A BARN WAS STRUCK BEFORE IT
HIT THE GROUND. THE DENSITY ALT AT THE TIME WAS APRX 8,000 FT. THE LANDING GEAR WAS LEFT IN THE DOWN AND LOCKED
POSITION DURING THE ATTEMPTED CLIMB.

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Brief of Accident (Continued)

File No. - 1452   7/24/85   TUSCARORA,NV   A/C Reg. No. N8C26R   Time (Lcl) - 1735 PDT

Occurrence   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH - GO-AROUND (VFR)

Finding(s)
1. OBJECT - BUILDING(NONRESIDENTIAL)
2. TERRAIN CONDITION - RISING
3. FUEL TANK SELECTOR POSITION - NOT PERFORMED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1566       8/15/85    SPARKS,NV                       A/C Reg. No. N27476            Time (Lcl) - 2247 PDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI                 Aircraft Damage                       Injuries
    Name of Carrier           -WILLIAM HUTT                        DESTROYED                      Fatal   Serious   Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER       Fire                   Crew      0        0        0        1
    Flight Conducted Under    -14 CFR 135                          NONE                  Pass      0        0        0        2
    Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-31-350             Eng Make/Model - LYCOMING TIO540J2VD      ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    7000                     Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       8                     Rated Power    -     350 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                   Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                        OFF AIRPORT/STRIP
      Method          - N/A                        ELY,NV
      Completeness    - N/A                      Destination                              Airport Data
    Basic Weather    .- VMC                        RENO,NV
      Wind Dir/Speed- 280/007 KTS                                                            Runway Ident      - N/A
      Visibility    -    12.0   SM              ATC/Airspace                                 Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE                 Runway Surface    - N/A
      Lowest Ceiling        - NONE                Type of Clearance   - NONE                 Runway Status     - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     50            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
          ATP                                      Current        - YES       Total      -   5244       Last 24 Hrs - UNK/NR
          SE LAND,ME LAND                          Months Since   - UNK/NR    Make/Model-     105       Last 30 Days-      0
                                                   Aircraft Type  - UNK/NR    Instrument-     360       Last 90 Days-    199
                                                                              Multi-Eng -    2172       Rotorcraft   -     1

          Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT EXHAUSTED FUEL ENROUTE TO DESTINATION DURING CROSS COUN TRY NIGHT FLGT. PLT ADVISED ATCT OF LOSS OF ENGINES
ABOUT 20 MILES OUT. PLT MADE DEADSTICK LANDING ON HWY, STRUCK BRIDGE DIVIDER. NO FIRE OR REPORTED INJURES.
INSPECTION DISCLOSED DRY FUEL TANKS.

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File No. - 1566 8/15/85 SPARKS,NV A/C Reg. No. N27476 Time (Lcl) - 2247 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1440       5/29/85    BATAVIA,NY              A/C Reg. No. N8966W            Time (Lcl) - 2210 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire                   Crew     0         0         0        1
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0         0         0        1
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-235          Eng Make/Model - LYCOMING O-540-B4B5      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2900                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                  Rated Power    -      250 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      ON AIRPORT
       Method         - N/A                        ROCHESTER,NY
       Completeness   - N/A                     Destination                              Airport Data
     Basic Weather    - VMC                        LOCAL                                   GENESEE CO
       Wind Dir/Speed- CALM                                                                Runway Ident     - 28
       Visibility          15.0    SM            ATC/Airspace                              Runway Lth/Wid   -  4400/   75
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling          - NONE              Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - NIGHT(DARK)
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     39           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                 Current        - YES       Total       -    137       Last 24 Hrs -      0
        SE LAND                                 Months Since   -  7        Make/Model-      14       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument-      10       Last 90 Days-      7


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING FOLLOWING A LOSS OF PWR ON INITIAL TAKEOFF CLIMB. THE PLT
REPORTED THAT AT AN ALT OF APRX 100 FT AGL, THE ENG QUIT OPERATING. A FORCED LANDING WAS MADE 100 YRDS OFF THE END
OF RWY 28. INSPECTION OF THE ACFT AND ENG FAILED TO DISCLOSE ANY MECHANICAL FAILURES/MALFUNCTIONS WHICH WOULD HAVE
RESULTED IN THE LOSS OF PWR.

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Brief of Accident (Continued)

File No. - 1440   5/29/85   BATAVIA,NY   A/C Reg. No. N8966W   Time (Lcl) - 2210 EDT

Occurrence #1   LOSS OF POWER
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

    File No. - 1427       6/15/85    RED HOOK,NY              A/C Reg. No. N55490           Time (Lcl) - 1730 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious    Minor     None
    Type of Operation          -PERSONAL                        Fire                  Crew     0        0         0         1
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0        0         0         0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-140           Eng Make/Model  - LYCOMING O-320-E3D       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED            Number Engines  -  1                          Stall Warning System - YES
    Max Gross Wt   -   2150                    Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                    Rated Power     -     150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRPORT
      Method         - N/A                         PISECO,NY
      Completeness   - N/A                      Destination                             Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC                         SKY PARK
      Wind Dir/Speed- 240/010 KTS                                                          Runway Ident     - 19
      Visibility     - UNK/NR                  ATC/Airspace                                Runway Lth/Wid   -  2666/   30
      Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE               Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     62            Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                 Current        - UNK/NR     Total      -    307           Last 24 Hrs -       3
       SE LAND                                 Months Since   - UNK/NR     Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR     Instrument-      13           Last 90 Days-       9


       Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED TREES FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING A LANDING ROLL ON RWY 19.

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Brief of Accident (Continued)

File No. - 1427 6/15/85 RED HOOK NY A/C Reg. No. N55490 Time (Lcl) - 1730 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - TREE(S)

--- Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1425      6/16/85    CHAMPLAIN,NY              A/C Reg. No. N5621Z            Time (Lcl) - 1800 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                  Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        0        0        0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-22-108          Eng Make/Model - LYCOMING O-235-C1B       ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    1250                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                  Rated Power    -      108 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                             Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                      HIGHGATE,VT
       Completeness   - N/A                    Destination                            Airport Data
     Basic Weather    - VMC                      LOCAL
       Wind Dir/Speed- 170/004 KTS                                                     Runway Ident     - N/A
       Visibility    -    15.0   SM            ATC/Airspace                            Runway Lth/Wid   -  2700
       Lowest Sky/Clouds        CLEAR            Type of Flight Plan - NONE            Runway Surface   - GRASS/TURF
       Lowest Ceiling         - NONE             Type of Clearance   - NONE            Runway Status    - HIGH VEGETATION
       Obstructions to Vision- NONE              Type Apch/Lndg      - STRAIGHT-IN                          SOFT
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -      41          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
          PRIVATE                              Current        - YES        Total       -    249        Last 24 Hrs -       1
          SE LAND                              Months Since   - 16         Make/Model-      119        Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR     Instrument-       44        Last 90 Days-      27


          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE LANDING IN A PASTURE WITH TALL GRASS, THE MAIN WHEELS CONTACTED THE GRASS, THE ACFT SLOWED RAPIDLY AND
NOSED OVER.

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Brief of Accident (Continued)

File No. - 1425 6/16/85 CHAMPLAIN,NY A/C Reg. No. N5621Z Time (Lcl) - 1600 EDT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TERRAIN CONDITION - HIGH VEGETATION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

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      File No. - 1466       6/16/85    PERU,NY                      A/C Reg. No. N44250            Time (Lcl) - 1030 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor   None
      Type of Operation          -PERSONAL                      Fire                 Crew       0        0        0       1
      Flight Conducted Under     -14 CFR 91                      NONE                Pass       0        0        0       1
      Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - TAYLORCRAFT BC-12D           Eng Make/Model - CONTINENTAL A-65          ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                            Stall Warning System - NO
      Max Gross Wt   -    1200                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                      Rated Power    -       65 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRSTRIP
        Method         - N/A                          PERU,NY
        Completeness   - N/A                       Destination                             Airport Data
      Basic Weather    - VMC                          SAME AS ACC/INC
        Wind Dir/Speed- 180/005 KTS                                                           Runway Ident     - N/A
        Visibility     -   30.0   SM               ATC/Airspace                               Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
        Lowest Ceiling        - NONE                 Type of Clearance   - NONE               Runway Status    - HIGH VEGETATION
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     42             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                 Current       - UNK/NR     Total      -    203          Last 24 Hrs -      3
          SE LAND                                 Months Since  - UNK/NR     Make/Model-     203          Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR     Instrument-       0          Last 90 Days-     14


          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER WHILE LANDING ON A PRIVATE SOD AIRSTRIP. THE PLT REPORTED TOUCHDOWN WAS MADE ON AN UNMOWED PORTION
OF THE AIRSTRIP. THE ACFT SLOWED QUICKLY AND NOSED OVER JUST PRIOR TO COMING TO A STOP.

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File No. - 1466   6/16/85   PERU,NY   A/C Reg. No. N44250   Time (Lcl) - 1030 EDT

Occurrence   NOSE OVER
Phase of Operation   LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - HIGH VEGETATION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                        National Transportation Safety Board
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                                  Brief of Accident

   File No. - 1490       8/25/85    LEWISTON,NY              A/C Reg. No. N18717             Time (Lcl) - 1950 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                               DESTROYED                      Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                     Fire                    Crew      1        0         0        0
     Flight Conducted Under     -14 CFR 91                     ON GROUND              Pass      0        0         0        0
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150L              Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    1600                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                  Rated Power    -     100 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                   OFF AIRPORT/STRIP
       Method         - N/A                      LOCKPORT,NY
       Completeness   - N/A                    Destination                          Airport Data
     Basic Weather    - IMC                      LOCAL
       Wind Dir/Speed- 080/010 KTS                                                    Runway Ident     - N/A
       Visibility     -     5.0   SM         ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      700 FT        Type of Flight Plan - NONE             Runway Surface   - N/A
       Lowest Ceiling       -    700 FT BROKEN Type of Clearance   - NONE             Runway Status    - N/A
       Obstructions to Vision- FOG             Type Apch/Lndg      - NONE
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     37            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review             Flight Time (Hours)
        STUDENT                              Current        - N/A     Total      -    400        Last 24 Hrs - UNK/NR
                                             Months Since   - N/A     Make/Model-     400        Last 30 Days- UNK/NR
                                             Aircraft Type  - N/A     Instrument-       0        Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
WITNESSES REPORTED SEEING THE ACFT CIRCLING AT LOW ALTITUDES UP TO 30 MINUTES PRIOR TO THE ACCIDENT. ONE WITNESS
STATED THE PLT APPEARED TO BE PERFORMING POWER STALLS AT AN ALT OF APRX 500 FT AGL. THE ACFT THEN ENTERED A SPIN AND
DESCENDED TO GROUND IMPACT. NO EVIDENCE OF AN ACFT MALFUNCTION WAS DISCLOSED DURING THE POST ACCIDENT ACFT EXAMINATION.

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Brief of Accident (Continued)

File No. - 1490 8/25/85 LEWISTON,NY A/C Reg. No. N18717 Time (Lcl) - 1950 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN
4. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

     File No. - 1516      6/24/85    ATLANTIC OCEAN,           A/C Reg. No. N21ML            Time (Lcl) - 1750 AST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                               DESTROYED                  Fatal    Serious    Minor      None
     Type of Operation         -PERSONAL                      Fire              Crew       0         0          0          1
     Flight Conducted Under    -14 CFR 91                      IN FLIGHT        Pass       0         0          0          1
     Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-23-250          Eng Make/Model - LYCOMING IO-540-C4B5     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -    5200                  Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -      6                   Rated Power    -     250 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                  Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                       OFF AIRPORT/STRIP
       Method        - N/A                       SAN JUAN,PR
       Completeness  - N/A                    Destination                               Airport Data
     Basic Weather   - VMC                       FT.LAUDERDALE,FL
       Wind Dir/Speed- 090/012 KTS                                                        Runway Ident     - N/A
       Visibility    -    15.0   SM          ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - VFR              Runway Surface   - N/A
       Lowest Ceiling        - 30000 FT BROKEN     Type of Clearance   - VFR              Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     37            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                              Current         - YES     Total      -    4600      Last 24 Hrs - UNK/NR
         SE LAND,ME LAND,SE SEA                  Months Since    - 14      Make/Model- UNK/NR        Last 30 Days- UNK/NR
         HELICOPTER                              Aircraft Type - UNK/NR    Instrument-      0        Last 90 Days- UNK/NR
                                                                           Multi-Eng -   2500        Rotorcraft  -    1500

         Instrument Rating(s)  - AIRPLANE,HELICOPTER
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT DURING AN OVERWATER FLT, A FIRE BEGAN IN THE FRONT SECTION OF THE ACFT WHILE HE WAS CRUISING
AT 10,500 FT. HE RADIOED HIS POSITION ON THE EMERGENCY FREQ (121.5 MHZ) & SQUAWKED AN EMERGENCY CODE (7700) ON HIS
TRANSPONDER. SUBSEQUENTLY, HE DITCHED THE ACFT IN THE ATLANTIC OCEAN & WAS RESCUED BY THE COAST GUARD ABOUT 4 HRS
LATER. THE ACFT SANK IN THE OCEAN & WAS NOT RECOVERED; THEREFORE, THE CAUSE OF THE FIRE COULD NOT BE DETERMINED. THE
PLT SUSPECTED THAT IT WAS AN ELECTRICAL FIRE.
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Brief of Accident (Continued)

File No. - 1516   6/24/85   ATLANTIC OCEAN,   A/C Reg. No. N21ML   Time (Lcl) - 1750 AST

Occurrence #1   FIRE
Phase of Operation   CRUISE

Finding(s)
1. UNDETERMINED

Occurrance #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   DITCHING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1423       7/12/85    BAHAMAS,                      A/C Reg. No. N8341L            Time (Lcl) - UNK/NR
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                 DESTROYED                     Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                        Fire                   Crew      1        0        0       0
    Flight Conducted Under     -14 CFR 91                        UNK/NR                Pass      3        0        0       0
    Accident Occurred During   -UNKNOWN
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32R-301           Eng Make/Model - LYCOMING IO-540-K1G5D    ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - UNK/NR
    Max Gross Wt   -    3600                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       7                    Rated Power    -     300 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        OFF AIRPORT/STRIP
      Method         - N/A                         NASSAU
      Completeness   - N/A                      Destination                               Airport Data
    Basic Weather    - UNK/NR                      OPA LOCKA,FL
      Wind Dir/Speed- 130/008 KTS                                                           Runway Ident    - N/A
      Visibility     -      7.0   SM           ATC/Airspace                                 Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -    22000 FT           Type of Flight Plan - VFR                  Runway Surface  - N/A
      Lowest Ceiling       - 22000 FT BROKEN     Type of Clearance   - VFR                  Runway Status   - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - UNK/NR
      Precipitation        - RAIN
      Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     42         Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                 Current      - UNK/NR     Total       -     225         Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since - UNK/NR     Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR            Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT FAILED TO ARRIVE AT IT'S INTENDED DESTINATION ON A FLT FROM NASSAU, BAHAMAS TO OPA LOCKA ARPT, MIAMI, FL.
THE ACFT WAS REPORTED MISSING BY THE MIAMI FSS. THE U.S. COAST GUARD INITIATED A SEARCH ON 07-12-85 AT ABOUT 1831
EDT & SEARCH WAS SUSPENDED ON 07-17-85. THE WHERE ABOUTS OF THE FOUR OCCUPANTS ARE UNKNOWN & THEY ARE PRESUMED
FATAL. THE ACFT IS MISSING & THE DAMAGE INDEX IS PRESUMED TO BE DESTROYED.
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Brief of Accident (Continued)

File No. - 1423 7/12/85 BAHAMAS, A/C Reg. No. N8341L Time (Lcl) - UNK/NR

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
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Brief of Accident

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File No. - 1461      2/10/85    PORTSMOUTH,OH              A/C Reg. No. N2961L            Time (Lcl) - 1325 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                              DESTROYED                   Fatal    Serious    Minor     None
     Type of Operation          -INSTRUCTIONAL               Fire                  Crew     2         0         0         0
     Flight Conducted Under     -14 CFR 91                    NONE                 Pass     0         0         0         0
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - MOONEY M20C               Eng Make/Model  - LYCOMING O-360-A1D        ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-RETRACTABLE      Number Engines  -  1                           Stall Warning System - YES
     Max Gross Wt    -    2575                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                   Rated Power     -      180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing       - FSS                     Last Departure Point                    OFF AIRPORT/STRIP
       Method          - TELEPHONE                 PORTSMOUTH,OH
       Completeness    - FULL                    Destination                            Airport Data
     Basic Weather     - VMC                       CHEASAPEAKE,OH
       Wind Dir/Speed- 150/008 KTS                                                        Runway Ident     - N/A
       Visibility      -     7.0   SM           ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      10000 FT         Type of Flight Plan - NONE              Runway Surface   - N/A
       Lowest Ceiling          - 10000 FT BROKEN  Type of Clearance   - NONE              Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -     46             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL,CFI                            Current        - YES       Total       -    9700        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                           Months Since   - UNK/NR    Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR     Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                              Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS MANEUVERING AT ABOUT 500 FT AGL WHEN WITNESSES REPORTED WHAT THEY BELIEVED TO BE AN ENG MALFUNCTION. THE
ACFT THEN ENTERED A SPIN AND IMPACTED IN AN OPEN FLD OUT OF CONTROL. A CONCLUSIVE CAUSE OF AN ENG MALFUNCTION COULD NOT
BE DETERMINED DURING THE INVESTIGATION.

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Brief of Accident (Continued)

File No. - 1461 2/10/85 PORTSMOUTH,OH A/C Reg. No. N2961L Time (Lcl) - 1325 EST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
2. AIRSPEED - NOT MAINTAINED -
3. STALL/MUSH - UNCONTROLLED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 1409       6/06/85    CLEVELAND,OH                 A/C Reg. No.  CFFLC             Time (Lcl) - 0015 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                          Injuries
                                                            DESTROYED                 Fatal    Serious    Minor     None
    Type of Operation          -POSITIONING                Fire              Crew      1         0         0         0
    Flight Conducted Under     -14 CFR 91                   UNK/NR           Pass      0         0         0         0
    Accident Occurred During   -UNKNOWN
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH E18S                 Eng Make/Model - P&W R985-AN14B          ELT Installed/Activated - UNK/NR
    Landing Gear   - TAILWHEEL-ALL RETRACTABLE  Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    9700                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   - UNK/NR                     Rated Power    -      450 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                  Airport Proximity
     Wx Briefing       - UNK/NR                Last Departure Point                       OFF AIRPORT/STRIP
       Method          - UNK/NR                  OSHAWA,CD
       Completeness    - UNK/NR               Destination                              Airport Data
     Basic Weather     - VMC                     CLEVELAND,OH
       Wind Dir/Speed- 210/004 KTS                                                       Runway Ident      - N/A
       Visibility      -    20.0   SM         ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -                     Type of Flight Plan - VFR                Runway Surface    - N/A
       Lowest Ceiling          - 25000 FT BROKEN   Type of Clearance   - VFR             Runway Status     - N/A
       Obstructions to Vision- NONE             Type Apch/Lndg      - UNK/NR
       Precipitation           - NONE
       Condition of Light      - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     29             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review                  Flight Time (Hours)
        ATP                                 Current         - YES     Total      -    5131      Last 24 Hrs -        3
        SE LAND,ME LAND                     Months Since    - UNK/NR  Make/Model-     340      Last 30 Days- UNK/NR
                                            Aircraft Type   - DC-3    Instrument- UNK/NR       Last 90 Days-     219
                                                                      Multi-Eng -    4807      Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE FLIGHT DEPARTED & PROCEEDED EN ROUTE WITHOUT INCIDENT. RADAR & RADIO CONTACT WAS MAINTAINED UNTIL THE FLT PROCEEDED
OVER LAKE ERIE. THE FLT DID NOT ARRIVE AT IT'S DESTINATION. THE ACFT IS PRESUMED TO HAVE CRASHED IN LAKE ERIE. ONE
IDENTIFIABLE 3 FT X 4 FT SECTION OF FLOOR PANEL WAS LOCATED. TWO SMALLER PIECES OF WRECKAGE WERE ALSO FOUND WHICH
MAY HAVE BEEN PORTIONS OF CFFIC.

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Brief of Accident (Continued)

File No. - 1409   6/06/85   CLEVELAND,OH   A/C Reg. No. CFFLC   Time (Lcl) - 0015 EDT

Occurrence	MISSING AIRCRAFT
Phase of Operation	UNKNOWN

Finding(s)

1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

    File No. - 1475      7/07/85    AKRON,OH                A/C Reg. No. N7841G            Time (Lcl) - 1640 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor      None
      Type of Operation          -PERSONAL                      Fire              Crew        0         0          0          1
      Flight Conducted Under     -14 CFR 91                      NONE             Pass        0         0          0          1
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 172L                  Eng Make/Model - LYCOMING O-320-E2D        ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                            Stall Warning System - YES
      Max Gross Wt   -    2300                      Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                       Rated Power     -     150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing      - FSS                        Last Departure Point                       OFF AIRPORT/STRIP
        Method         - TELEPHONE                    NORFOLK,VA
        Completeness   - WEATHER NOT PERTINENT      Destination                              Airport Data
      Basic Weather    - VMC                          AKRON,OH
        Wind Dir/Speed- 300/010 KTS                                                            Runway Ident    - N/A
        Visibility    -    15.0   SM              ATC/Airspace                                 Runway Lth/Wid  - N/A
        Lowest Sky/Clouds  -     50000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface  - GRASS/TURF
        Lowest Ceiling         - NONE                Type of Clearance   - NONE                Runway Status   - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - STRAIGHT-IN
        Precipitation          - NONE                                      FORCED LANDING
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      34            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                 Current         - NO        Total       -      90          Last 24 Hrs -       4
          SE LAND                                 Months Since    - UNK/NR    Make/Model-        90          Last 30 Days- UNK/NR
                                                  Aircraft Type   - UNK/NR    Instrument-         2          Last 90 Days-      31


          Instrument Rating(s)   - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED TREES DURING A FORCED LANDING IN A CEMETERY FOLLOWING A LOSS OF PWR WHILE ON FINAL APCH AT
AKRON FULTON ARPT. AFTER THE ACCIDENT, 10 GALLONS OF FUEL WERE ADDED TO THE ACFT AND THE ENG OPERATED NORMALLY WHEN
STARTED. AN A&P MECHANIC INSPECTED THE ACFT AND REPORTED THE GROUND FOR THE TRANSFER PUMP FROM THE REAR AUX TANK TO THE
RIGHT MAIN TANK WAS DISCONNECTED AND THE PUMP WAS INOP. ALSO, THE FUEL QUANTITY GAGE FOR THE AUX TANK WAS INOP.

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Brief of Accident (Continued)

File No. - 1475 7/07/85 AKRON,OH A/C Reg. No. N7841G Time (Lcl) - 1640 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. FUEL SYSTEM,PUMP - INOPERATIVE
2. FUEL SUPPLY - IMPROPER - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. FLUID,FUEL - STARVATION
6. MAINTENANCE,INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                        Brief of Accident

     File No. - 1585       7/16/85    MECHANICSTOWN,OH          A/C Reg. No. N717J             Time (Lcl) - 1154 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                       Fire                  Crew      0        1        0        0
     Flight Conducted Under    -14 CFR 91                       NONE                 Pass      0        0        0        0
     Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - JOHN H. MC CLAIN, JR. RAND KR2 Eng Make/Model - REVMASTER 2100D        ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-RETRACTABLE MAINS    Number Engines -  1                       Stall Warning System - NO
     Max Gross Wt   -    1100                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                        Rated Power    -      100 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                       SAME AS ACC/INC
       Completeness   - N/A                     Destination                              Airport Data
     Basic Weather    - VMC                       SAME AS ACC/INC                            MCCLAIN
       Wind Dir/Speed- 320/010 KTS                                                           Runway Ident     - 06
       Visibility     -    15.0   SM             ATC/Airspace                                Runway Lth/Wid   -   2000/   50
       Lowest Sky/Clouds   -      3500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
       Lowest Ceiling          - NONE               Type of Clearance    - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg       - STRAIGHT-IN
       Precipitation           - NONE                                      FULL STOP
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      66           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                               Current        - NO        Total       -    2909       Last 24 Hrs -      3
          SE LAND                                  Months Since   -  0        Make/Model-        85       Last 30 Days- UNK/NR
          GLIDER                                   Aircraft Type - UNK/NR     Instrument-         0       Last 90 Days-      8


          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT LANDED SHORT OF THE RWY AFTER A POWER LOSS. THE PLT SAID HE WAS APPROACHING TO LAUN AT 1800 RPM WHEN HE
ADDED POWER TO CLEAR SOME POWER LINES. THE ENG DID NOT RESPOND AND THE ACFT WAS FLOWN UNDER THE WIRES WHERE IT
COLLIDED WITH A TREE DURING LANDING SHORT. AFTER ACC INVESTIGATION SHOWED NO ABNORMALTIES IN EQUIPMENT.

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Brief of Accident (Continued)

File No. - 1585 7/16/85 MECHANICSTOWN,OH A/C Reg. No. N717J Time (Lcl) - 1154 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 1536       7/28/85    SHARONVILLE,OH           A/C Reg. No. N51405            Time (Lcl) - 1930 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                             SUBSTANTIAL                  Fatal   Serious   Minor     None
    Type of Operation         -PERSONAL                     Fire                   Crew     0        0        1         0
    Flight Conducted Under    -14 CFR 91                     NONE                  Pass     0        0        1         0
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150J              Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1600                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                   Rated Power    -     100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                   Airport Proximity
    Wx Briefing       - FSS                     Last Departure Point                        OFF AIRPORT/STRIP
      Method          - ACFT RADIO                BELLAIRE,MI
      Completeness    - WEATHER NOT PERTINENT    Destination                              Airport Data
    Basic Weather     - VMC                       CINCINNATI,OH                             BLUE ASH
      Wind Dir/Speed- CALM                                                                  Runway Ident     - N/A
      Visibility     -    20.0   SM           ATC/Airspace                                  Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - VFR                   Runway Surface   - N/A
      Lowest Ceiling         - NONE             Type of Clearance   - VFR                   Runway Status    - N/A
      Obstructions to Vision- NONE              Type Apch/Lndg      - STRAIGHT-IN
      Precipitation          - NONE                                   FULL STOP
      Condition of Light     - DAYLIGHT                               FORCED LANDING
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     36            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                             Current        - YES      Total       -    176        Last 24 Hrs -        4
        SE LAND                             Months Since   -  1       Make/Model-      39        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR    Instrument-       3        Last 90 Days-       11


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT, THE ENG QUIT 4 HRS INTO THE FLT DUE TO "APPARENT FUEL EXHAUSTION."  HE HAD ENTERED THE BLUE ASH
TRAFFIC PATTERN INSTEAD OF GOING TO HIS ORIGINAL DESTINATION BECAUSE HIS FUEL GAGES READ 1/8 FULL INSTEAD OF 1/4 FULL
AS HE HAD EXPECTED. THE ENG STOPPED IN THE TRAFFIC PATTERN AT 800 FEET AGL. DURING A FORCED LANDING, THE PLT STALLED
THE PLANE INTO THE TREES & IT FELL TO THE GROUND AFTER TREE IMPACT. HE PLANNED HIS FUEL ON DATA IN THE PLT'S HANDBOOK
WHICH CALLED FOR AN ENDURANCE TIME OF OVER 5 HRS AT 45% POWER. THE AMBIENT TEMPERATURE WAS 12 DEG ABOVE STANDARD. THE
HANDBOOK SAID TO INCREASE FUEL CONSUMPTION 10% FOR EVERY 8 DEG ABOVE STANDARD DAY TEMPERATURE.
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Brief of Accident (Continued)

File No. - 1536   7/28/85   SHARONVILLE,OH   A/C Reg. No. N51405   Time (Lcl) - 1930 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
5. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
6. OBJECT - TREE(S)

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1577 8/17/85 WREN,OH A/C Reg. No. N4253F Time (Lcl) - 1430 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - UNKNOWN QUICKIE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1
Eng Make/Model - ONAN UNKNOWN ENG
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 18 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LIMA,OH
Destination
VAN WERT,OH

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
VAN WERT MUNICIPAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - 55
Make/Model- 4
Instrument- 2
Last 24 Hrs - 3
Last 30 Days- 7
Last 90 Days- 7

Instrument Rating(s) - NONE

----Narrative----

ON AUGUST 17,1985 AT ABOUT 1442 EDT, A Q2 QUICKIE (HOMEBUILT) N4253F, REGISTERED TO GARY A. MOSER AND FLOWN BY KEITH W. MOSER CRASHED WHILE PERFORMING MANEUVERS 1/2 MILE SOUTHEAST OF WREN, OHIO, WHILE ON A PERSONAL FLIGHT. VFR METEOROLOGICAL CONDITIONS PREVAILED AND NO FLIGHT PLAN WAS FILED. THE AIRPLANE WAS DESTROYED AND THE PILOT RECEIVED SERIOUS INJURY. THE FLIGHT ORIGINATED FROM THE VAN WERT AIRPORT, VAN WERT, OHIO, ON AUGUST 17,1985 AT ABOUT 1415 EDT. SEVERAL WITNESSES REPORTED THE AIRCRAFT FLYING VERY LOW.

File No. - 1577 8/17/85 WREN,OH A/C Reg. No. N4253F Time (Lcl) - 1430 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. MANEUVER - MISJUDGED - PILOT IN COMMAND
4. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1444 8/29/85 GERMANTOWN,OH A/C Reg. No. N53982 Time (Lcl) - 1930 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BELLANCA 8KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2
Eng Make/Model - LYCOMING IO-320
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
HUMMEL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 676
Make/Model- 16
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

ON RETURN TO THE AIRFIELD, THE ACFT LOST PWR IN THE TURN TO FINAL APCH. THE PLT TURNED TO AN UNPREPARED FLD IN ORDER TO AVOID OBSTACLES. DURING THE LANDING ROLL THE ACFT STRUCK A FENCE POST AND FENCE. THE PLT STATED THE ACCIDENT COULD HAVE BEEN AVOIDED BY MAKING CERTAIN SUFFICIENT FUEL WAS ON BOARD THE ACFT.

Brief of Accident (Continued)

File Nc. - 1444   8/29/85   GERMANTOWN,OH   A/C Reg. No. N53982   Time (Lcl) - 1930 EDT

Occurrence #1   LOSS OF POWER
Phase of Operation   APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
3. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                          National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

   File No. - 1570       4/30/85    YUKON,OK                 A/C Reg. No. N66H              Time (Lcl) - 1330 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                  DESTROYED                   Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                         Fire                 Crew     1         0          0        0
     Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0         0          0        0
     Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - HOLDER MIDGET MUSTANG I        Eng Make/Model  - LYCOMING O-290-G        ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines  -  1                        Stall Warning System - NO
     Max Gross Wt   -    1095                        Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                        Rated Power     -      125 HP
-------   ----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                     Itinerary                                   Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING        Last Departure Point                        OFF AIRPORT/STRIP
       Method          - N/A                            SAME AS ACC/INC
       Completeness    - N/A                          Destination                              Airport Data
     Basic Weather     - VMC                            LOCAL                                     PAGE
       Wind Dir/Speed- 310/010 KTS                                                                Runway Ident     - 35
       Visibility     -    15.0    SM               ATC/Airspace                                  Runway Lth/Wid   -  3500/   75
       Lowest Sky/Clouds  -                           Type of Flight Plan - NONE                  Runway Surface   - ASPHALT
       Lowest Ceiling           -  3000 FT BROKEN     Type of Clearance   - NONE                  Runway Status    - DRY
       Obstructions to Vision- NONE                   Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation            - NONE                                      TOUCH AND GO
       Condition of Light       - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                             Age -     27               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                   Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                                     Current        - YES      Total      -     99           Last 24 Hrs -       1
         SE LAND                                     Months Since   - 13       Make/Model-       1           Last 30 Days-       2
                                                     Aircraft Type  - 152      Instrument-       1           Last 90 Days-       1


         Instrument Rating(s)   - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE RELATIVELY LOW TIME PILOT (99 TOTAL HOURS) HAD NO RECORDED EXPERIENCE IN HIGH PERFORMANCE AIRCRAFT. HE HAD JUST
PURCHASED THE MIDGET MUSTANG AND HAD PRACTICED BOTH LOW AND HIGH SPEED TAXI RUNS ON TWO OCCASIONS IN THE AIRCRAFT.
HE WAS OBSERVED TO MAKE ONE TAKEOFF AND LANDINGS JUST PRIOR TO THE CRASH. THE AIRCRAFT APPARENTLY WAS TURING BASE FOR
ITS THIRD LANDING WHEN IT STALLED AND THE PILOT LOST CONTROL. THE AIRCRAFT THEN ENTERED A NOSE DOWN HIGH SPEED DIVE
AND IMPACTED THE GROUND BEFORE RECOVERY COULD BE COMPLETED.

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Brief of Accident (Continued)

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      File No. - 1570      4/30/85    YUKON,OK                A/C Reg. No. N66H              Time (Lcl) - 1330 CDT
---------------------------------------------------------------------------------------------------------------------

Occurrence #1         LOSS OF CONTROL - IN FLIGHT
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

Finding(s)
  1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  3.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
---------------------------------------------------------------------------------------------------------------------

Occurrence #2         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    DESCENT - UNCONTROLLED
---------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1414        2/05/85     ASHLAND,OR                  A/C Reg. No. N3559Y              Time (Lcl) - 0732 PST
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----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                             Injuries
                                                                  DESTROYED                   Fatal    Serious    Minor     None
      Type of Operation          -BUSINESS                       Fire                Crew      1         0          0         0
      Flight Conducted Under     -14 CFR 91                       NONE               Pass      3         0          0         0
      Accident Occurred During   -DESCENT
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 182-F                 Eng Make/Model - CONTINENTAL O-470-R      ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2800                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                      Rated Power    -      230 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing      - NWS                        Last Departure Point                       OFF AIRPORT/STRIP
        Method         - IN PERSON                    MEDFORD,OR
        Completeness   - FULL                       Destination                              Airport Data
      Basic Weather    - VMC                          REDDING,CA
        Wind Dir/Speed- 320/003 KTS                                                              Runway Ident      - N/A
        Visibility     -     5.0   SM              ATC/Airspace                                  Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -     UNK/NR              Type of Flight Plan - IFR                   Runway Surface    - N/A
        Lowest Ceiling        -  3800 FT OVERCAST    Type of Clearance   - IFR                   Runway Status     - N/A
        Obstructions to Vision- SMOKE                Type Apch/Lndg      - NONE
        Precipitation         - SNOW
        Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      43              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                  Current       - YES        Total      -    1939        Last 24 Hrs -        1
          SE LAND                                  Months Since  - 18         Make/Model- UNK/NR          Last 30 Days-       43
                                                   Aircraft Type - C-182F     Instrument-     184         Last 90 Days-       67
                                                                              Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS BRIEFED REGARDING WEATHER AND EXPECTED FLT CONDITIONS BTW MEDFORD AND REDDING. THE BRIEFING INCLUDED A
FORECAST FOR IMPROVING CONDITIONS APPROACHING THE DESTINATION AS WELL AS POSSIBLE ICING EN ROUTE. THE ACFT DEPARTED
MEDFORD CARRYING APRX 970 LBS (OCCUPANTS/CARGO) AND 4.5 HRS OF FUEL. (THE ACFT USES APRX 15 GHP.) THE ACFT USEFUL LOAD
WEIGHT WAS APRX 1111 POUNDS. DURING THE CLIMB IN INSTRUMENT CONDITIONS THE PILOT REPORTED LOSING ALTITUDE AND
POWER AND EXECUTED A COURSE REVERSAL TO RETURN TO MEDFORD. THE ACFT IMPACTED IN A STEEP, NOSE LOW ATTITUDE.
THERE WAS NO EVIDENCE OF MECHANICAL MALFUNCTION WITH EITHER THE ENGINE OR AIRFRAME.
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Brief of Accident (Continued)

File No. - 1414   2/05/85   ASHLAND,OR   A/C Reg. No. N3559Y   Time (Lcl) - 0732 PST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   CLIMB - TO CRUISE

Finding(s)
1. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2   LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation   CLIMB - TO CRUISE

Finding(s)
2. UNDETERMINED

Occurrence #3   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   DESCENT

Finding(s)
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. SPIRAL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1428       6/02/85     TOUGHKENAMON,PA             A/C Reg. No. N5288G             Time (Lcl) - 0845 EDT
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                  SUBSTANTIAL                    Fatal    Serious    Minor      None
     Type of Operation          -PERSONAL                        Fire                   Crew      0         0          0          1
     Flight Conducted Under     -14 CFR 91                        NONE                  Pass      0         0          0          0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 305A                 Eng Make/Model - CONTINENTAL O-470-11B     ELT Installed/Activated - YES-UNK/NR
     Landing Gear    - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt    -    2100                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -       2                     Rated Power     -     635 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                   Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
       Method          - N/A                         MIDDLETOWN,DE
       Completeness    - N/A                      Destination                               Airport Data
     Basic Weather     - VMC                         TOUGHKENAMON,PA                          NEW GARDEN
       Wind Dir/Speed- 226/005 KTS                                                            Runway Ident      - UNK/NR
       Visibility     -     18.0   SM            ATC/Airspace                                 Runway Lth/Wid    - UNK/NR
       Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan - NONE                Runway Surface    - GRASS/TURF
       Lowest Ceiling          - NONE              Type of Clearance   - NONE                 Runway Status     - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -      53              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
         ATP,CFI                                   Current         - YES       Total       -  55563        Last 24 Hrs  -       2
         SE LAND,SE SEA                            Months Since   -  1         Make/Model-      108        Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR      Instrument-     1263        Last 90 Days-       82
                                                                               Multi-Eng -     2766        Rotorcraft   -        4

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT GROUND LOOPED DURING A LANDING ROLL ON A SOD RWY. THE PLT STATED THAT DURING THE LANDING ROLL, IT FELT AS
IF THE RIGHT MAIN GEAR CONTACTED A KNOLL OF GRASS RESULTING IN THE ACFT GROUND LOOPING TO THE RIGHT.

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Brief of Accident (Continued)

File No. - 1428 6/02/85 TOUGHKENAMON,PA A/C Reg. No. N5288G Time (Lcl) - 0845 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1523        6/06/85    BUTLER,PA                  A/C Reg. No. N2669Z            Time (Lcl) - 1015 EDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                       Fire                   Crew      0         0         0        1
      Flight Conducted Under     -14 CFR 91                       ON GROUND              Pass      0         0         0        2
      Accident Occurred During   -TAKEOFF
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 340A             Eng Make/Model - CONTINENTAL TSIO-520-NB   ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE    Number Engines -  2                           Stall Warning System - YES
      Max Gross Wt   -    5990                 Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       6                 Rated Power     -     310 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                      Airport Proximity
      Wx Briefing        - NO RECORD OF BRIEFING  Last Departure Point                            ON AIRPORT
        Method           - N/A                      BUTLER,PA
        Completeness     - N/A                    Destination                                  Airport Data
      Basic Weather      - VMC                      LOCAL                                        BUTLER CO.
        Wind Dir/Speed- VARIABLE                                                                 Runway Ident      - 25
        Visibility       -    99.0   SM         ATC/Airspace                                     Runway Lth/Wid    -   4000/  100
        Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - IFR                      Runway Surface    - ASPHALT
        Lowest Ceiling         - NONE             Type of Clearance   - NONE                     Runway Status     - DRY
        Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      67              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                 Current         - YES        Total        -    1650       Last 24 Hrs -         4
         ME LAND                                 Months Since   -  4          Make/Model-      716       Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR       Instrument-      380       Last 90 Days-        34
                                                                              Multi-Eng -     1275

         Instrument Rating(s)   - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT PRIOR TO THE FLT, HE MADE THE USUAL PREFLIGHT CHECK & LOCKED THE LEFT FORWARD, NOSE BAGGAGE
DOOR. DURING THE TAKEOFF ROLL, THE LEFT FORWARD BAGGAGE DOOR OPENED & LOCKED IN AN UPRIGHT POSITION. THE PLT ABORTED
THE TAKEOFF, BUT THERE WAS INSUFFICIENT RWY REMAINING TO STOP. AFTER DEPARTING THE DEPARTURE END OF THE RWY, THE
ACFT BECAME AIRBORNE AS IT WENT OVER A BANK, THEN WAS DAMAGED WHEN IT TOUCHED DOWN ON A SLIGHT DOWNSLOPE. A FIRE
ERUPTED IN THE LEFT TIP TANK AREA AFTER THE ACFT CAME TO REST. AN EXAM OF THE ACFT REVEALED THAT THE LEFT AIRFRAME
SUPPORT CHANNEL FOR THE BAGGAGE DOOR WAS BENT. THIS ALLOWED THE DOOR TO BE CLOSED TO THE LOCKED POSITION WITHOUT
BEING PROPERLY ENGAGED.
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Brief of Accident (Continued)

File No. - 1523   6/06/85   BUTLER,PA   A/C Reg. No. N2669Z   Time (Lcl) - 1015 EDT

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. FUSELAGE,CARGO COMPARTMENT - BENT
2. DOOR,CARGO - NOT ENGAGED
3. DOOR,CARGO - OPEN

Occurrence #2   OVERRUN
Phase of Operation   TAKEOFF

Finding(s)
4. ABORTED TAKEOFF
5. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF

Finding(s)
6. TERRAIN CONDITION - DIRT BANK
7. TERRAIN CONDITION - DOWNHILL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 6,7

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

    File No. - 1525       7/14/85    TIOGA,PA                 A/C Reg. No. N7934P            Time (Lcl) - 1741 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire               Crew      1        0         0        0
     Flight Conducted Under     -14 CFR 91                      ON GROUND          Pass      1        1         0        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-24-250          Eng Make/Model - LYCOMING O-540-A1D5      ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2900                  Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                  Rated Power     -     250 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                      DETROIT,MI
       Completeness   - N/A                    Destination                              Airport Data
     Basic Weather    - VMC                      SAME AS ACC/INC                            HUGHES
       Wind Dir/Speed- 215/010 KTS                                                         Runway Ident     - 01
       Visibility     -    10.0   SM           ATC/Airspace                                Runway Lth/Wid   -  2150/   75
       Lowest Sky/Clouds  -      10000 FT        Type of Flight Plan - NONE                Runway Surface   - GRASS/TURF
       Lowest Ceiling         - 10000 FT OVERCAST  Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      65           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
       PRIVATE                              Current       - UNK/NR     Total       -    1200        Last 24 Hrs - UNK/NR
       SE LAND                              Months Since  - UNK/NR     Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR     Instrument-        0         Last 90 Days- UNK/NR


       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT INITIATED A DOWNWIND LANDING ON A GRASS RWY THAT SLOPED MOSTLY UPHILL, BUT BEGAN SLOPING DOWNHILL AT ITS
DEPARTURE END. A WITNESS NEAR THE APCH END OF THE 2150 FT RWY WATCHED THE ACFT TOUCH DOWN BEYOND ITS MIDPOINT, THEN
DISAPPEAR OVER ITS CRESTED END. A WITNESS NEAR THE DEPARTURE END HEARD THE ACFT & "TURNED TO WATCH THE PLANE TAKEOFF."
HE STATED THAT THE ACFT WAS HEADED TOWARD TREES & THAT IT LOOKED LIKE THE PLT WAS TRYING TO PULL UP. SUBSEQUENTLY, THE
ACFT COLLIDED WITH THE TREES ON DOWNSLOPING TERRAIN, CRASHED & BURNED. ONE PASSENGER, THE PLT'S SON, SURVIVED THE CRASH,
BUT DIED LATER DUE TO THE INJURIES & BURNS. AN EXAM OF THE CRASH AREA REVEALED THAT THE ACFT HAD HIT A BARB WIRE FENCE.
ONE OF THE PROP BLADES HAD A BARB WIRE RADIUS NICK MARK ON ITS LEADING EDGE. PREVIOUSLY, THE PLT HAD STATED THAT AT THIS
ARPT, HE PREFERRED TO ALWAYS LAND UPHILL, REGARDLESS OF THE WIND. THE WIND AT THE TIME OF THE ACCIDENT WAS REPORTED TO
BE FROM 215 DEG AT 10 GUSTING 15 KTS.
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Brief of Accident (Continued)

File No. - 1525   7/14/85   TIOGA,PA   A/C Reg. No. N7934P   Time (Lcl) - 1741 EDT

Occurrence #1   OVERRUN
Phase of Operation   LANDING

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   TAKEOFF

Finding(s)
6. OBJECT - FENCE

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
7. OBJECT - TREE(S)

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1600       7/19/85    ERIE,PA              A/C Reg. No. N71MA            Time (Lcl) - 0343 EDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                    Injuries
      Name of Carrier           -DON EVANS                       DESTROYED                   Fatal   Serious   Minor    None
      Type of Operation         -NON SCHED,DOMESTIC,CARGO        Fire              Crew        1        0        0        0
      Flight Conducted Under    -14 CFR 135                      UNK/NR            Pass        1        0        0        0
      Accident Occurred During  -DESCENT
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - SMITH AEROSTAR 601         Eng Make/Model - LYCOMING IO-540-S1AS     ELT Installed/Activated - YES-UNK/NR
      Landing Gear  - TRICYCLE-RETRACTABLE       Number Engines -  2                          Stall Warning System - NO
      Max Gross Wt  -    5700                    Engine Type    - RECIP-FUEL INJECTED
      No. of Seats  - UNK/NR                     Rated Power    -     290 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                              Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                   UNK/NR
        Method         - N/A                       LOUISVILLE,KY
        Completeness   - N/A                    Destination                          Airport Data
      Basic Weather      VMC                       CLEVELAND,OH
        Wind Dir/Speed- 160/007 KTS                                                     Runway Ident     - N/A
        Visibility    -     10.0   SM          ATC/Airspace                             Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - IFR              Runway Surface   - N/A
        Lowest Ceiling         - NONE            Type of Clearance   - IFR              Runway Status    - N/A
        Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      27            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                            Current        - UNK/NR     Total       -   3200        Last 24 Hrs -       3
          SE LAND,ME LAND                       Months Since   -  0         Make/Model-      22        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument-     234        Last 90 Days-     179
                                                                            Multi-Eng -    1800

          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A NORMAL IFR CRUISE FLIGHT, THE PILOT OF AIR OHIO FLIGHT 21, DID NOT RESPOND TO ATC INSTRUCTIONS. AIR OHIO
FLIGHT 21 CONTINUED FOR 40 MINUTES WITH NO REPLY AND WITHOUT DEVIATION IN ALTITUDE OR HEADING UNTIL THE DISCRETE TARGET
DISAPPEARED FROM RADAR OVER LAKE ERIE.  THE PILOT HAD NOT SLEPT FOR APPROXIMATELY 30 HOURS PRIOR TO THE LOSS OF
COMMUNICATION RESPONSE.

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Brief of Accident (Continued)

File No. - 1600 7/19/85 ERIE,PA A/C Reg. No. N71MA Time (Lcl) - 0343 EDT

Occurrence #1 UNDETERMINED
Phase of Operation CRUISE - NORMAL

Finding(s)
1. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND
2. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. TERRAIN CONDITION - WATER,ROUGH
4. IMPROPER DECISION,FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
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Brief of Accident

File No. - 1551 7/31/85 MACUNGIE,PA A/C Reg. No. N34672 Time (Lcl) - 1420 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA C-177B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4
Eng Make/Model - LYCOMING 0-360-A1F6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP
ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 080/006 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 300 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PROSPECTVILLE,PA
Destination
ALLENTOWN,PA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age 44
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1587
Make/Model- 63
Instrument- 43
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

WITNESSES SAW THE ACFT DESCEND IN A NEAR NOSE DIVE ATTITUDE DURING A SEVERE THUNDERSTORM. THE PLT WAS NOT IN RADIO COMMUNICATION WITH GND FACILITIES. EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. THERE WAS NO EVIDENCE OF PLT IMPAIRMENT OR INCAPACITAITON. THERE WAS NO RECORD OF THE PLT RECEIVEING A WX BRIEFING. THE FLIGHT DIST. BETWEEN THE DESTINATION AND DEPARTURE ARPTS IS 32 MIS. THE ACCIDENT OCCURED 28 MIS FROM THE DEPARTURE ARPT. VFR WX CONDITIONS PREVAILED AT THE DEPARTURE ARPT.

File No. - 1551 7/31/85 MACUNGIE,PA A/C Reg. No. N34672 Time (Lcl) - 1420 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. PLANNING-DECISION - POOR - PILOT IN COMMAND
2. METEOROLOGICAL SERVICE - NOT USED - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - THUNDERSTORM

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
6. OBJECT - RESIDENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                  Brief of Accident

    File No. - 1530       8/02/85    ZELIENOPLE,PA              A/C Reg. No. N85JP            Time (Lcl) - 1430 EDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                DESTROYED                    Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                 Crew       1       0         0       1
    Flight Conducted Under     -14 CFR 91                        ON GROUND           Pass       1       0         0       1
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - JAMES POSTLEWAIT RV-4          Eng Make/Model - LYCOMING O-320-E2D        ELT Installed/Activated - YES-UNK/NR
    Landing Gear    - TAILWHEEL-ALL FIXED            Number Engines -  1                           Stall Warning System - NO
    Max Gross Wt    -    1500                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -      2                         Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                      Itinerary                               Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING         Last Departure Point                    OFF AIRPORT/STRIP
      Method          - N/A                             SAME AS ACC/INC
      Completeness    - N/A                          Destination                            Airport Data
    Basic Weather     - VMC                             BUTLER,PA                                ZELIENOPLE MUNI
      Wind Dir/Speed- 060/006 KTS                                                                Runway Ident      - 35
      Visibility    -    15.0   SM                  ATC/Airspace                                 Runway Lth/Wid    -   4560/    75
      Lowest Sky/Clouds  -      SCATTERED             Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
      Lowest Ceiling          - NONE                  Type of Clearance   - NONE                 Runway Status     - N/A
      Obstructions to Vision- NONE                    Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      48          Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
        PRIVATE                                 Current       - UNK/NR     Total      -    1500        Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since  - UNK/NR     Make/Model-     125         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                           Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
A WITNESS REPORTED THAT WHEN THE ACFT WAS DEPARTING, THE TAKEOFF RUN & BEGINNING OF THE CLIMB APPEARED TO BE NORMAL.
HOWEVER, AT ABOUT 300 TO 400 FT AGL, THE LEFT WING DROPPED & THE ACFT PIVOTED TO THE LEFT, THEN THE PLANE CRASHED
IN A STEEP NOSE DOWN DESCENT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

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Brief of Accident (Continued)

File No. - 1530   8/02/85   ZELIENOPLE,PA   A/C Reg. No. N85JP   Time (Lcl) - 1430 EDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                           National Transportation Safety Board
                                Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1531      8/06/85    NEW OXFORD,PA         A/C Reg. No. N168FJ         Time (Lcl) - 1030 EDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                             DESTROYED                Fatal   Serious   Minor   None
    Type of Operation         -PERSONAL                     Fire              Crew      1        0        0       0
    Flight Conducted Under    -14 CFR 91                     ON GROUND        Pass      1        0        0       0
    Accident Occurred During  -DESCENT
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - JONES / MARQUART MA-5       Eng Make/Model - LYCOMING HIO-360-C1E     ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -   1                       Stall Warning System - NO
    Max Gross Wt   -     1800                    Engine Type    - RECIP-FUEL INJECTED
    No  of Seats   -       2                     Rated Power    -    200 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                           THOMASVILLE,PA
      Completeness   - N/A                        Destination                           Airport Data
    Basic Weather      VMC                           LOCAL
      Wind Dir/Speed- 090/005 KTS                                                         Runway Ident    - N/A
      Visibility    -     7.0    SM              ATC/Airspace                             Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -                         Type of Flight Plan - NONE             Runway Surface  - N/A
      Lowest Ceiling          - 10000 FT BROKEN    Type of Clearance   - NONE             Runway Status   - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     56          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review             Flight Time (Hours)
        PRIVATE                              Current        - UNK/NR    Total       - UNK/NR     Last 24 Hrs  - UNK/NR
        SE LAND                              Months Since   - UNK/NR    Make/Model  - UNK/NR     Last 30 Days - UNK/NR
                                             Aircraft Type  - UNK/NR    Instrument  - UNK/NR     Last 90 Days - UNK/NR
                                                                        Multi-Eng   - UNK/NR     Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------
----Narrative----
BEFORE FLYING A SHORT DISTANCE TO THOMASVILLE TO REFUEL, THE PLT ADDED 3 TO 4 GAL OF AUTO FUEL TO THE ACFT. AT
THOMASVILLE, THE ACFT WAS SERVICED WITH 20.1 GAL OF AVIATION FUEL. WHILE TAXIING TO TAKEOFF, THE ENG STOPPED & WAS
RESTARTED TWICE. AFTER DEPARTING THOMASVILLE, THE PLT FLEW TO THE VICINITY OF A FRIEND'S FARM ABOUT 11.5 MI AWAY.
WHILE MANEUVERING IN THAT AREA AT ABOUT 300 FT AGL, THE ENG SPUTTERED, STOPPED & RESTARTED SEVERAL TIMES. A WITNESS
REPORTED THAT THE ACFT WAS GRADUALLY LOSING ALT & SPEED WHEN IT SUDDENLY MADE A "NOSE DIVE INTO THE GOUND."  ABOUT
20 SEC AFTER IMPACTING, A FIRE ERUPTED. THE PLT WAS FOUND ABOUT 30 FT FROM THE WRECKAGE SUFFERING FROM INJURIES &
BURNS. HE WAS HOSPITALIZED, BUT DIED 23 DAYS LATER. THE PASSENGER DIED ON IMPACT & THE ACFT WAS DEMOLISHED BY FIRE.
NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION.

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File No. - 1531 8/06/85 NEW OXFORD,PA A/C Reg. No. N168FJ Time (Lcl) - 1030 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS [illegible] CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                        National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1526       8/27/85    READING,PA            A/C Reg. No. N2901S          Time (Lcl) - 1240 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                             DESTROYED                Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                      Fire                Crew    0        0        0       1
    Flight Conducted Under   -14 CFR 91                      NONE               Pass    0        0        0       0
    Accident Occurred During -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 150M           Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES-UNK/NR
    Landing Gear    - TRICYCLE-FIXED        Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt    -    1600               Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       2               Rated Power    -     100 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                     Last Departure Point                      OFF AIRPORT/STRIP
      Method         - TELEPHONE                 ZANESVILLE,OH
      Completeness   - WEATHER NOT PERTINENT    Destination                             Airport Data
    Basic Weather    - VMC                       POTTSTOWN,PA
      Wind Dir/Speed- 280/006 KTS                                                        Runway Ident     - N/A
      Visibility     -    10.0   SM            ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds -      8000 FT SCATTERED  Type of Flight Plan - VFR              Runway Surface   - N/A
      Lowest Ceiling         - NONE              Type of Clearance   - VFR              Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     48           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review               Flight Time (Hours)
        PRIVATE                             Current        - YES     Total       -    137     Last 24 Hrs -      5
        SE LAND                             Months Since   -  1      Make/Model-      137     Last 30 Days-     19
                                            Aircraft Type  - C-150   Instrument-        4     Last 90 Days-     45


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A DESCENT FOR LANDING, THE ENG LOST POWER & THE PLT MADE A FORCED LANDING IN A GRASS FIELD. HOWEVER, THE GRASS
WAS DAMP & THE PLT WAS UNABLE TO STOP THE ACFT BEFORE IT HIT A CYCLONE FENCE. ACCORDING TO THE LOCAL TOWNSHIP POLICE,
THE PLT STATED THE ACFT RAN OUT OF FUEL.
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Brief of Accident (Continued)

File No. - 1526 8/27/85 READING,PA A/C Reg. No. N2901S Time (Lcl) - 1240 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - WET
5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

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                              National Transportation Safety Board
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                                      Brief of Accident

      File No. - 1594       7/18/85    SAN JUAN,PR                 A/C Reg. No. N3714W           Time (Lcl) - 1450 AST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-COMMUTER                     Aircraft Damage                          Injuries
     Name of Carrier            -FLEMENCO AIRWAYS, INC.       SUBSTANTIAL                    Fatal   Serious   Minor    None
     Type of Operation          -SCHEDULED,DOMESTIC,PAX/CARGO Fire                  Crew       0        0        0        1
     Flight Conducted Under     -14 CFR 135                   NONE                  Pass       0        0        0        1
     Accident Occurred During   -TAXI                                               Other      1        0        0        0
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-32-260          Eng Make/Model - LYCOMING O-540-E4B5      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    3400                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                  Rated Power    -     260 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      ON AIRPORT
       Method         - N/A                       SAME AS ACC/INC
       Completeness   - N/A                   Destination                               Airport Data
     Basic Weather    - VMC                       SAN JUAN,PR                               LUIS MUNOX MARIN
       Wind Dir/Speed- 060/011 KTS                                                        Runway Ident     - UNK/NR
       Visibility     -    15.0   SM          ATC/Airspace                                Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -     2500 FT SCATTERED  Type of Flight Plan - COMPANY (VFR)     Runway Surface   - ASPHALT
       Lowest Ceiling          - NONE           Type of Clearance   - UNK/NR              Runway Status    - DRY
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      34            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,ATP                          Current         - YES       Total        -    8400        Last 24 Hrs -       1
         SE LAND,ME LAND                         Months Since    -  1        Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                                 Aircraft Type   - PA32      Instrument-     854           Last 90 Days-      40
                                                                             Multi-Eng -    7860

         Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS TAXIING NORTHBOUND ON THE NORTH-SOUTH TAXIWAY AND COLLIDED WITH THE VEHICLE MOVING WESTBOUND ALONG THE
EAST-WEST ACCESS ROAD. THE ACCESS ROAD IS A DESIGNATED NON-MOVEMENT AREA UNDER THE CONTROL OF THE PUERTO RICO PORT
AUTHORITY. THE PLT STATED HE NEVER SAW THE SLOW MOVING VEHICLE COMING FROM THE EAST. THE CONTROL GUARD STATED THAT THE
DRIVER OF THE VEHICLE FAILED TO YIELD AT THE STOP SIGN LOCATED ON THE EAST SIDE OF THE TAXIWAY.

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       File No. - 1594       7/18/85    SAN JUAN,PR                 A/C Reg. No. N3714W            Time (Lcl) - 1450 AST
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Occurrence            ON GROUND COLLISION WITH OBJECT
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)
  1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2. OBJECT - VEHICLE
  3.   PROCEDURES/DIRECTIVES - DISREGARDED - DRIVER OF VEHICLE
--------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1
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                                      Brief of Accident

    File No. - 1485       9/13/85    BLOCK ISLAND,RI           A/C Reg. No. N14232             Time (Lcl) - 2045 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                                DESTROYED                   Fatal   Serious    Minor     None
      Type of Operation        -PERSONAL                       Fire               Crew        1        0         0         0
      Flight Conducted Under   -14 CFR 91                       UNK/NR            Pass        1        0         0         0
      Accident Occurred During -UNKNOWN
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 172N                Eng Make/Model - LYCOMING O-320-H2AD       ELT Installed/Activated - YES-UNK/NR
      Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -   2300                     Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                     Rated Power    -     160 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                     OFF AIRPORT/STRIP
        Method        - N/A                        BLOCK ISLAND,RI
        Completeness  - N/A                      Destination                            Airport Data
      Basic Weather   - VMC                        UNK/NR
        Wind Dir/Speed- 310/002 KTS                                                      Runway Ident     - N/A
        Visibility    -    20.0    SM            ATC/Airspace                             Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     2000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - N/A
        Lowest Ceiling        - NONE                Type of Clearance   - NONE            Runway Status    - N/A
        Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     24            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                               Current        - YES      Total      -      180        Last 24 Hrs - UNK/NR
          SE LAND                               Months Since   -  1       Make/Model - UNK/NR          Last 30 Days- UNK/NR
                                                Aircraft Type  - C-172N   Instrument - UNK/NR          Last 90 Days- UNK/NR
                                                                          Multi-Eng  - UNK/NR          Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DEPARTED LONG ISLAND ON A VFR FLT PLAN FOR BLOCK ISLAND. THE PLT DID NOT CLOSE THE FLT PLAN AFTER ARRIVAL AT
BLOCK ISLAND AND DEPARTED BLOCK ISLAND WITHOUT REFILING A FLT PLAN. THE FLT DEPARTED BLOCK ISLAND AT NIGHT TO THE EAST
OVER THE OCEAN AND HAS NOT BEEN LOCATED. A WITNESS ON THE ISLAND SAW WHAT WAS BELIEVED TO BE ACFT LIGHTS GO INTO THE
OCEAN THE EVENING THE ACFT DEPARTED  THE FOLLOWING AFTERNOON A FISHING VESSEL RECOVERED A WHEEL ASSEMBLY THAT WAS BROKEN
OFF THE ACFT. BOTH ACFT AND OCCUPANTS HAVE NOT BEEN LOCATED.

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Brief of Accident (Continued)

File No. - 1485   9/13/85   BLOCK ISLAND,RI   A/C Reg. No. N1423E   Time (Lcl) - 2045 EDT

Occurrence   MISSING AIRCRAFT
Phase of Operation   UNKNOWN

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                                  National Transportation Safety Board
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                                          Brief of Accident

      File No. - 1538       5/27/85    SENECA,SC                  A/C Reg. No. N7161S             Time (Lcl) - 1347 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 DESTROYED                 Fatal    Serious    Minor      None
     Type of Operation          -PERSONAL                       Fire               Crew      1         0         0          0
     Flight Conducted Under     -14 CFR 91                       NONE              Pass      0         0         0          0
     Accident Occurred During   -MANEUVERING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA R182              Eng Make/Model - LYCOMING O-540-J3C5D     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3100                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                  Rated Power    -     235 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                                     Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
       Method          - N/A                       GREENVILLE,SC
       Completeness    - N/A                    Destination                               Airport Data
     Basic Weather     - VMC                       CHICAGO,IL
       Wind Dir/Speed- 220/010 KTS                                                          Runway Ident     - N/A
       Visibility      -     15.0   SM          ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -      CLEAR             Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling          - NONE             Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     48          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                 Current         - YES      Total       -      80        Last 24 Hrs  - UNK/NR
         SE LAND                                 Months Since    - 13       Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING FLT, THE PLT WAS OBSERVED TO MAKE A LOW PASS OVER LAKE KEOWEE NEAR A FRIEND'S HOUSEBOAT. THE OWNER OF THE
HOUSEBOAT STATED THAT THE ACFT WAS FLYING LOW OFF HIS RIGHT SIDE WHEN THE ACFT STRUCK THE WATER. ANOTHER WITNESS
ALSO SAW THE ACFT FLYING AT TREETOP LEVEL OVER HIS POSITION.  HE SAW THE ACFT GETTING LOWER & HE EXPECTED THE PLT
TO PULL UP, BUT HE DIDN'T. ALSO, HE REPORTED THAT THE ENG WAS OPERATING NORMALLY UNTIL IMPACT. THE ACFT WAS RETREIVED
FROM WHERE IT SANK IN ABOUT 80 FT OF WATER, BUT NO PREIMPACT MECHANICAL PROBLEMS WERE FOUND.

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Brief of Accident (Continued)

File No. - 1538   5/27/85   SENECA,SC   A/C Reg. No. N7161S   Time (Lcl) - 1347 EDT

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

Finding(s)
1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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Brief of Accident

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     File No. - 1578      11/03/85    MONCKS CORNER,SC            A/C Reg. No. N73171             Time (Lcl) - 1520 EST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                SUBSTANTIAL                    Fatal   Serious   Minor   None
     Type of Operation         -BUSINESS                       Fire                     Crew     0        0        0      1
     Flight Conducted Under    -14 CFR 91                       NONE                    Pass     0        0        0      0
     Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172 M              Eng Make/Model - LYCOMING O-320-E2D          ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    2300                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                    Rated Power     -     150 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                    Airport Proximity
     Wx Briefing       - MILITARY                 Last Departure Point                          OFF AIRPORT/STRIP
       Method          - IN PERSON                  ANDREWS AFB,DC
       Completeness    - FULL                    Destination                                 Airport Data
     Basic Weather     - VMC                        CHARLESTON,SC                               CHARLESTON
       Wind Dir/Speed- 120/008 KTS                                                              Runway Ident     - 15
       Visibility      -    7.0   SM             ATC/Airspace                                   Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - IFR                    Runway Surface   - N/A
       Lowest Ceiling          -  2400 FT BROKEN   Type of Clearance   - IFR                    Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - ILS-COMPLETE
       Precipitation           - RAIN
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                       Age -     35           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
        Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
          COMMERCIAL,CFI                       Current        - YES     Total        -    501        Last 24 Hrs - UNK/NR
          SE LAND,ME LAND                      Months Since   - 12      Make/Model-       63        Last 30 Days- UNK/NR
                                               Aircraft Type  - TWIN    Instrument-       68        Last 90 Days-       7
                                                                        Multi-Eng -       91

          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
```

THE PLT REPORTED THAT THE ACFT ENGINE EXPERIENCED A LOSS OF POWER WHILE BEING VECTORED FOR THE INITIAL ILS APPROACH TO CHARLESTON, SC (CHS). ATTEMPTS BY THE PLT TO REGAIN PWR FAILED AND A FORCED LANDING WAS MADE IN A SWAMPY FIELD A FEW MILES NORTH OF CHS. THE ACFT NOSED OVER INVERTED AS IT CAME TO A STOP AND REMAINED THAT WAY UNTIL IT WAS REMOVED FROM THE SITE 3 DAYS LATER. EXAMINATION OF THE ACFT REVEALED ABOUT 6 TO 8 OUNCES OF FUEL IN THE FUEL SYSTEM AND NO CONTAMINATION WAS DETECTED. A TOTAL OF 4 GALLONS OF FUEL WAS THEN ADDED TO THE TWO WING TANKS. THE ENGINE WAS READILY STARTED, USING THE ACFT BATTERY, AND IT RAN SMOOTHLY AFTER A FEW SECONDS OF ROUGHNESS. THE ENGINE WAS RUN TO FULL POWER AND NO DEFECTS WERE NOTED. FOLLOWING SHUTDOWN, AN EXAMINATION OF THE FUEL SYSTEM REVEALED NO LEAKS. THE PILOT STATED THAT THE ACFT WAS TOPPED OFF PRIOR TO DEPARTURE AND SHOULD HAVE HAD 5 HRS OF FUEL. THE PILOT REPORTED THE TOTAL ENGINE RUNNING TIME AT 4 HRS 40 MINUTES.

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                                  Brief of Accident (Continued)

     File No. - 1578      11/03/85    MONCKS CORNER,SC          A/C Reg. No. N73171           Time (Lcl) - 1520 EST
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Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)
  1. FLUID,FUEL - STARVATION
  2.   IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     APPROACH - IAF TO FAF/OUTER MARKER (IFR)
--------------------------------------------------------------------------------------------------------------------

Occurrence #3          NOSE OVER
Phase of Operation     LANDING - ROLL

Finding(s)
  3. TERRAIN CONDITION - GROUND
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1593       5/19/85    PLANKINTON,SD               A/C Reg. No. N5180D             Time (Lcl) - 1236 MDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                   Fatal    Serious    Minor      None
    Type of Operation         -PERSONAL                       Fire                  Crew       0        0          0          1
    Flight Conducted Under    -14 CFR 91                      NONE                  Pass       0        0          0          2
    Accident Occurred During  -TAKEOFF
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 182              Eng Make/Model - CONTINENTAL O-470-L       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2650                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                 Rated Power    -     230 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
      Method          - N/A                         SAME AS ACC/INC
      Completeness    - N/A                      Destination                             Airport Data
    Basic Weather     - VMC                         MARSHALL,MN
      Wind Dir/Speed- 300/005 KTS                                                          Runway Ident      - N/A
      Visibility    -    50.0   SM              ATC/Airspace                                Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE                Runway Surface    - GRAVEL
      Lowest Ceiling        - NONE                Type of Clearance   - NONE                Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE                                    SOFT
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     37           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
       PRIVATE                                Current       - YES        Total       -    258         Last 24 Hrs          1
       SE LAND                                Months Since  -  9         Make/Model-      153         Last 30 Days- UNK/NR
                                              Aircraft Type - 182        Instrument-        0         Last 90 Days-       10


       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER AFTER A LOSS OF CONTROL DURING TAKEOFF. THE PLT WAS USING GRAVEL ROAD FOR TAKEOFF AND ROTATED
PREMATURELY TO AVOID GRAVEL DAMAGE. THE ACFT DRIFTED INTO TALL GRASS AND WAS THEN PULLED INTO A DITCH AND FENCE
POSTS BEFORE NOSING OVER.

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Brief of Accident (Continued)

File No. - 1593 5/19/85 PLANKINTON,SD A/C Reg. No. N5180D Time (Lcl) - 1236 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. ROTATION - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - DITCH
7. OBJECT - FENCE

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 1430      8/23/85    YANKTON,SD              A/C Reg. No. N9748P            Time (Lcl) - 1845 MDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT        Aircraft Damage                 Injuries
                                                             DESTROYED              Fatal   Serious   Minor    None
    Type of Operation          -AERIAL APPLICATION          Fire              Crew    0        0        1        0
    Flight Conducted Under     -14 CFR 137                   NONE             Pass    0        0        0        0
    Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-25-235          Eng Make/Model - LYCOMING O-540        ELT Installed/Activated - NO -N/A
    Landing Gear    - TAILWHEEL-ALL FIXED      Number Engines -  1                      Stall Warning System - YES
    Max Gross Wt    -    2900                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       1                  Rated Power     -     235 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                    OFF AIRPORT/STRIP
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                            Airport Data
    Basic Weather    - VMC                         LOCAL
      Wind Dir/Speed- CALM                                                               Runway Ident     - N/A
      Visibility      -    15.0   SM           ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling        - NONE               Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     40           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
       ATP                                   Current        - YES      Total       -   11000        Last 24 Hrs -      0
       SE LAND,ME LAND                       Months Since   -  6       Make/Model-     550        Last 30 Days-     50
                                             Aircraft Type  - PA-25    Instrument-     855        Last 90 Days-    150
                                                                       Multi-Eng -    5500

       Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DESCENDED UNCONTROLLED INTO THE TERRAIN AFTER IT CONTACTED A POWER LINE DURING AN AERIAL APPLICATION FLT.
WITNESSES REPORTED THE ACFT APPEARED TO PULL UP AT THE WEST END OF THE 40 ACRE FLD, HOWEVER, IT DID NOT CLEAR THE LINES
AND IT NOSED OVER INTO ANOTHER FLD. THE INSECTICIDE BEING SPRAYED WAS ETHYO/PARATHION. THE PLT WAS COVERED WITH THE
CHEMICAL DURING THE ACCIDENT BUT WAS HOSED OFF WITHIN 5 MINUTES AFTER THE ACCIDENT.

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File No. - 1430 8/23/85 YANKTON,SD A/C Reg. No. N9748P Time (Lcl) - 1845 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1522 1/07/85 CROSSVILLE,TN A/C Reg. No. N4716R Time (Lcl) - 1510 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

----Aircraft Information----

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 270/010 KTS
Visibility - .500 SM
Lowest Sky/Clouds -
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SPARTA,IL
Destination
SWANSBORO,NC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 260
Make/Model- 20
Instrument- 2
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- 60
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH WOODED, RISING TERRAIN AT AN ELEVATION OF ABOUT 2800 FT MSL ON THE WEST SLOPE OF HINCH MOUNTAIN. A PASSENGER, WHO SURVIVED THE CRASH, BUT DIED LATER DUE TO BURNS, REPORTED THAT LIGHT CONDITIONS WERE DARK & SHE COULD NOT SEE ANYTHING OUTSIDE THE ACFT BEFORE IMPACT. SHE HEARD THE PLT REPORT ON THE RADIO THAT THERE WAS ICE ON THE ACFT. HE HAD OBTAINED 5 FSS WX BRIEFINGS PRIOR TO TAKEOFF. A COLD FRONTAL SYSTEM WAS ON HIS PROPOSED FLT PATH. THERE WERE NUMEROUS PLT REPORTS OF ICING CONDITIONS IN THE ST LOUIS AREA & IN TENNESSEE. ANOTHER PLT REPORTED ICE IN THE CLOUDS NEAR THE CRASH SITE. THE PLT OF N4716R HAD TOLD FRIENDS THAT HE HAD MUCH MORE FLT EXPERIENCE THAN HE ACTUALLY HAD. ALSO, HE TOLD THE FSS BRIEFERS HE WAS INSTRUMENT RATED. ABOUT 11 MI AWAY AT CROSSVILLE, TN, THE 1450 & 1526 CST WX WAS IN PART: 200 FT OBSCURED, VISIBILITY 1/2 MI WITH FOG, TEMP 32 DEG & DEW POINT 31 DEG. THE ELEV AT CROSSVILLE WAS 1881 FT. AN INVESTIGATION REVEALED EVIDENCE THE ACFT WAS IN LEVEL, POWERED FLT WHEN IT CRASHED.

Brief of Accident (Continued)

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     File No. - 1522       1/07/85    CROSSVILLE,TN              A/C Reg. No. N4716R              Time (Lcl) - 1510 CST
---------------------------------------------------------------------------------------------------------------------

Occurrence #1          IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation     CRUISE - NORMAL

Finding(s)
  1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2.      IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  4.      IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  5. WEATHER CONDITION - LOW CEILING
  6. WEATHER CONDITION - FOG
  7. WEATHER CONDITION - OBSCURATION
  8. WEATHER CONDITION - ICING CONDITIONS
  9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
---------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     CRUISE

Finding(s)
 10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
---------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,10
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 1500       6/12/85    KNOXVILLE,TN              A/C Reg. No. N305               Time (Lcl) - 1650 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                   Injuries
                                                                  SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire              Crew        0        0        0        1
     Flight Conducted Under     -14 CFR 91                        NONE            Pass        0        0        0        3
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA T337G            Eng Make/Model - CONTINENTAL IO-360-C      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE    Number Engines -  2                            Stall Warning System - YES
     Max Gross Wt   -    4700                 Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       4                 Rated Power    -     225 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing       - UNK/NR                  Last Departure Point                     ON AIRPORT
       Method          - UNK/NR                    SEA ISLAND,GA
       Completeness    - UNK/NR                 Destination                             Airport Data
     Basic Weather     - VMC                       MORRISTOWN,TN                          MCGHEE TYSON
       Wind Dir/Speed- 250/011 KTS                                                        Runway Ident      - 23L
       Visibility      -    15.0   SM          ATC/Airspace                               Runway Lth/Wid    -  5999/  150
       Lowest Sky/Clouds  -       3500 FT        Type of Flight Plan - NONE               Runway Surface    - ASPHALT
       Lowest Ceiling       -     3500 FT BROKEN  Type of Clearance   - VFR                Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - STRAIGHT-IN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      65          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        ATP                                   Current         - YES       Total        -  12000        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                       Months Since    - 23        Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR      Instrument-     500           Last 90 Days- UNK/NR
                                                                          Multi-Eng -   10000

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT MADE AN EMERGENCY GEAR UP LANDING WHEN BOTH THE NORMAL AND EMERGENCY EXTENSION SYSTEMS FAILED TO FUNCTION
PROPERLY. A MECHANIC WAS LATER ABLE TO EXTEND THE GEAR WITH THE ACFT ON JACKS BY REPEATEDLY CYCLING THE SELECTOR SWITCH.
IT WAS DETERMINED THAT THE SOLENOID ON THE LANDING GEAR HYDRAULIC MANIFOLD ASSEMBLY HAD MALFUNCTIONED, LEAVING THE
SELECTOR VALVE ASSEMBLY STUCK IN THE UP POSITION. CESSNA SERVICE LETTER SE76-24 RECOMMENDS REPLACEMENT OF THE SOLENOID
WITH AN IMPROVED VERSION. ACCORDING TO THE MECHANIC, THIS HAD NOT BEEN ACCOMPLISHED PRIOR TO THE ACCIDENT.

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Brief of Accident (Continued)

File No. - 1500 6/12/85 KNOXVILLE,TN A/C Reg. No. N30S Time (Lcl) - 1650 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)
1. LANDING GEAR - INOPERATIVE
2. HYDRAULIC SYSTEM,BYPASS VALVE - INOPERATIVE
3. ELECTRICAL SYSTEM,ELECTRIC SWITCH - JAMMED
4. MAINTENANCE,SERVICE BULLETINS - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
5. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED
6. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - DISABLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

    File No. - 1567       8/03/85    UNKNOWN,UN             A/C Reg. No. N5913A          Time (Lcl) - 0011 EDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                 Injuries
                                                               DESTROYED                Fatal   Serious   Minor    None
      Type of Operation       -PERSONAL                        Fire              Crew     1       0        0        0
      Flight Conducted Under  -14 CFR 91                       UNK/NR            Pass     0       0        0        0
      Accident Occurred During  -UNKNOWN
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - CESSNA 172                 Eng Make/Model - CONTINENTAL O-300A      ELT Installed/Activated - UNK/NR
      Landing Gear  - TRICYCLE-FIXED             Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt  -   2075                     Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -      4                     Rated Power    -     145 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                            Airport Proximity
      Wx Briefing      - UNK/NR                    Last Departure Point                 OFF AIRPORT/STRIP
        Method         - UNK/NR                      UNK/NR
        Completeness   - UNK/NR                   Destination                         Airport Data
      Basic Weather    - UNK/NR                      FT. MEYERS,FL
        Wind Dir/Speed- UNK/NR                                                          Runway Ident     - N/A
        Visibility     - UNK/NR                  ATC/Airspace                           Runway Lth/Wid   - N/A
        Lowest Sky/Cloud    -    UNK/NR            Type of Flight Plan - NONE           Runway Surface   - N/A
        Lowest Ceiling       - UNK/NR              Type of Clearance   - NONE           Runway Status    - N/A
        Obstructions to Vision- UNK/NR             Type Apch/Lndg      - NONE
        Precipitation        - UNK/NR
        Condition of Light   - UNK/NR
------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -    69          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review           Flight Time (Hours)
         PRIVATE                                 Current      - UNK/NR    Total      -    700       Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since -  0        Make/Model- UNK/NR        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR   Instrument-      0        Last 90 Days-      5


         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT WAS SEEN TO DEPART RACINE, WI ON AUGUST 3, FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITS DESTINATION.
ON THE FOURTH DAY OF THE SEARCH A RAMP CHECK AT ALBANY-DOUGHERTY COUNTY AIRPORT, GEORGIA INDICATED THAT THE AIRCRAFT
WAS REFUELED THERE AT APPROX 1830 ON AUG 3. NO OTHER TRACES OF THE AIRCRAFT WERE FOUND AND THE SEARCH WAS CALLED
OFF ON AUG 19, 1985.

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File No. - 1567 8/03/85 UNKNOWN,UN A/C Reg. No. N5913A Time (Lcl) - 0011 EDT

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1439 6/09/85 FILLMORE,UT A/C Reg. No. N7346Z Time (Lcl) - 0800 MDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1
Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FILLMORE,UT
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 42
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)
Total - 10000
Make/Model- 5000
Instrument- UNK/NR
Multi-Eng - 1200
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 150
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THE ENGINE FAILED WHILE HE WAS SPRAYING A CORN FIELD, NECESSITATING A STRAIGHT AHEAD FORCED LANDING. DURING THE LANDING ROLL THE WHEELS BOGGED DOWN IN THE SOFT EARTH AND THE PLANE OVERTURNED. SUBSEQUENT EXAMINATION OF THE ENGINE BY THE PLT REVEALED THE DOWEL PIN ON THE MAGNETO IMPULSE COUPLER HAD BEEN SHEARED OFF BY THE MAIN CRANKSHAFT DRIVE GEAR.

Brief of Accident (Continued)

File No. - 1439 6/09/85 FILLMORE,UT A/C Reg. No. N7346Z Time (Lcl) - 0800 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. ACCESSORY DRIVE ASSY,DRIVE GEAR - FAILURE,PARTIAL
2. IGNITION SYSTEM,MAGNETO - JAMMED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

Brief of Accident

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    File No. - 1429       6/09/85    S.WOODSTOCK,VT             A/C Reg. No. N5694Y           Time (Lcl) - 1730 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                                 SUBSTANTIAL                Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                      Fire              Crew        0         0         0         1
      Flight Conducted Under     -14 CFR 91                      NONE             Pass        0         0         0         2
      Accident Occurred During   -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - ENSTROM 280C                Eng Make/Model - LYCOMING HIO-360-E1BD    ELT Installed/Activated - NO -N/A
      Landing Gear   - SKID                        Number Engines -  1                          Stall Warning System - NO
      Max Gross Wt   -   2150                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      3                      Rated Power    -     205 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                   Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                        ON AIRPORT
        Method        - N/A                          S. WOODSTOCK,CT
        Completeness  - N/A                       Destination                               Airport Data
      Basic Weather   - VMC                          SAME AS ACC/INC
        Wind Dir/Speed-                                                                       Runway Ident     - UNK/NR
        Visibility    -    20.0   SM            ATC/Airspace                                  Runway Lth/Wid   - UNK/NR
        Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - UNK/NR
        Lowest Ceiling        -   4000 FT            Type of Clearance   - VFR                Runway Status    - UNK/NR
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                            Age -      39            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                  Biennial Flight Review                Flight Time (Hours)
          PRIVATE                                   Current        - YES        Total      -     142          Last 24 Hrs -     21
                                                    Months Since   -  4         Make/Model-      142          Last 30 Days- UNK/NR
          HELICOPTER                                Aircraft Type  - UNK/NR     Instrument- UNK/NR            Last 90 Days-     60
                                                                                Multi-Eng - UNK/NR            Rotorcraft  -    142

          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE HELICOPTER EXPERIENCED A LOSS OF RPM ON LIFTOFF AND RECEIVED SUBSTANTIAL DAMAGE WHEN IT COLLIDED WITH A CHAIN LINK
FENCE. THE PLT STATED THAT ON LIFTOFF TO APRX 50 FT AGL, THE RPM DROPPED OFF TO 2800 AND A LOSS OF CLIMB RESULTED.
THE PLT DESCENDED IN AN ATTEMPT TO INCREASE THE ROTOR RPM, HOWEVER, IT WAS TOO LATE. THE HELICOPTER COLLIDED WITH
A CHAIN LINK FENCE.

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Brief of Accident (Continued)

File No. - 1429 6/09/85 S.WOODSTOCK,VT A/C Reg. No. N5694Y Time (Lcl) - 1730 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

     File No. - 1521      1/18/85    WENATCHEE,WA           A/C Reg. No. N6176M         Time (Lcl) - 1700 PST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                 Injuries
                                                                 SUBSTANTIAL             Fatal   Serious   Minor   None
      Type of Operation         -PERSONAL                        Fire              Crew    0        0        0      1
      Flight Conducted Under    -14 CFR 91                       NONE              Pass    0        0        0      0
      Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - MAULE M-5-235C               Eng Make/Model - LYCOMING IO-540          ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -   2500                       Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -     4                        Rated Power     -     250 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                              Airport Proximity
      Wx Briefing      - FSS                       Last Departure Point                   OFF AIRPORT/STRIP
        Method         - UNK/NR                      THOMPSON FALLS,WA
        Completeness   - UNK/NR                    Destination                          Airport Data
      Basic Weather    - VMC                         ISSAQUAH,WA
        Wind Dir/Speed- CALM                                                              Runway Ident     - N/A
        Visibility     -    50.0   SM              ATC/Airspace                           Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     UNK/NR              Type of Flight Plan - VFR            Runway Surface   - N/A
        Lowest Ceiling         -   4000 FT OVERCAST  Type of Clearance   - NONE           Runway Status    - N/A
        Obstructions to Vision- NONE                 Type Apch/Lndg      - PRECAUTIONARY LANDING
        Precipitation          - NONE
        Condition of Light     - DUSK
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     43          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
          PRIVATE                              Current       - UNK/NR    Total      -    346        Last 24 Hrs -      0
          SE LAND                              Months Since  - UNK/NR    Make/Model-     320        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument-       1        Last 90 Days-     14


          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING ONTO A SNOW COVERED GRAIN FIELD. HE STATED HIS ARTIFICAL HORIZON
WAS INOPERATIVE & DARKNESS WAS APPROACHING. ALSO, HE SAID HE SAW A NEEDLE FLICKER & HE WAS NOT SURE IF IT WAS A
FUEL GAGE OR HIS OIL PRESSURE GAGE. DURING THE LANDING, THE ACFT NOSED OVER IN 10 INCHES OF SNOW.

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Brief of Accident (Continued)

File No. - 1521 1/18/85 WENATCHEE,WA A/C Reg. No. N6176M Time (Lcl) - 1700 PST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLIGHT/NAV INSTRUMENTS,ATTITUDE INDICATOR - INOPERATIVE
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED -
4. LIGHT CONDITION - DUSK
5. FLUID,FUEL - LOW LEVEL
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. TERRAIN CONDITION - SNOW COVERED
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8

Factor(s) relating to this accident is/are finding(s) 2,4,5,7

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                                        Brief of Accident

     File No. - 1437        7/08/85    PULLMAN,WA               A/C Reg. No. N82CG              Time (Lcl) - 1100 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                 DESTROYED                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire               Crew      0        1        0        0
     Flight Conducted Under     -14 CFR 91                       NONE              Pass      0        0        0        0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - RAND/ROBINSON KR2          Eng Make/Model  - VOLKSWAGON UNK          ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-RETRACTABLE MAINS Number Engines -  1                        Stall Warning System - UNK/NR
     Max Gross Wt   - UNK/NR                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                     Rated Power     - UNK/NR
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                        PULLMAN,WA
       Completeness   - N/A                     Destination                           Airport Data
     Basic Weather    - VMC                        PULLMAN,WA                            PULLMAN-MOSCOW
       Wind Dir/Speed- CALM                                                              Runway Ident     - N/A
       Visibility     -    50.0   SM            ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -     CLEAR              Type of Flight Plan - NONE             Runway Surface   - DIRT
       Lowest Ceiling        - NONE               Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     30           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
         PRIVATE                            Current      - YES     Total      -     121        Last 24 Hrs -      1
         SE LAND                            Months Since -  9      Make/Model-       8         Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR Instrument-       3         Last 90 Days-     15


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HAD BEEN HAVING NUMEROUS PROBLEMS WITH HIS HOMEBUILT ACFT'S ENG RUNNING ROUGH BEFORE THIS FLT. SHORTLY AFTER
TAKEOFF A LOSS OF PWR OCCURRED. IT WAS A HOT DAY WITH THE TEMP BEING 90 DEGS F OR BETTER. FAA INSPECTORS FOUND THE
TOURQUE VALUE TO BE QUESTIONABLE ON ALL SPARK PLUGS. THE CARBURETOR AND MIXTURE CABLES SHOWED A SMALL AMOUNT OF SLIPPAGE
WITHIN THE HOUSING. THE MAIN PWR WIRE PROVIDING THE NECESSARY 12 VOLTS PWR FOR THE OPERATION OF THIS SYSTEM WAS FOUND
LOOSE ON THE TERMINAL OF THE ACFT'S MASTER SWITCH. TWO TOTALLY DIFFERENT IGNITION SYSTEMS HAD BEEN INSTALLED. FAA
INSPECTORS STATED THAT THERE WAS NO ACCURATE MEANS OF DETERMINING THE TIMING.
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Brief of Accident (Continued)

File No. - 1437 7/08/85 PULLMAN,WA A/C Reg. No. N82CG Time (Lcl) - 1100 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. UNDETERMINED
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

Finding(s)
4. TERRAIN CONDITION - RISING
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

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                                National Transportation Safety Board
                                      Washington, D.C. 20594



                                         Brief of Accident

       File No. - 1453       7/16/85    MOSES LAKE,WA             A/C Reg. No. N36137              Time (Lcl) - 0939 PDT
-------------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                            Injuries
                                                                    SUBSTANTIAL                 Fatal    Serious    Minor      None
      Type of Operation         -PERSONAL                          Fire                 Crew      0         0         0          1
      Flight Conducted Under    -14 CFR 91                          NONE                Pass      0         0         0         0
      Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BELLANCA 7GCBC            Eng Make/Model - LYCOMING O-320-A2B        ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    1650                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      2                    Rated Power    -      150 HP
-------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing      - UNK/NR                     Last Departure Point                       ON AIRPORT
        Method         - UNK/NR                        SAME AS ACC/INC
        Completeness   - UNK/NR                    Destination                              Airport Data
      Basic Weather    - VMC                           SAME AS ACC/INC                         GRANT COUNTY AIRPORT
        Wind Dir/Speed- 190/006 KTS                                                            Runway Ident     - 36
        Visibility     -   35.0   SM              ATC/Airspace                                 Runway Lth/Wid   -  3263/   75
        Lowest Sky/Clouds -     CLEAR               Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
        Lowest Ceiling        - NONE                Type of Clearance   - NONE                 Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - TOUCH AND GO
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      19                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                 Current       - YES       Total      -     132         Last 24 Hrs -      3
          SE LAND                                 Months Since  - UNK/NR    Make/Model-      5           Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR    Instrument-      5           Last 90 Days-     36
                                                                            Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR


          Instrument Rating(s)  - NONE
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----Narrative----
A GROUND LOOP OCCURRED DURING LANDING ROLL ON RWY 36. THE WIND AT TOUCHDOWN WAS FROM 210 DEGS AT 5 KTS. THE TWR DID
GIVE THE PLT THE CURRENT WIND WHEN THE CONTROLLER CLEARED HIM TO LAND. THE PLT WAS AWARE THAT HE WOULD BE LANDING
WITH A LEFT QUARTERING TAIL WIND. HE STATED THAT HE FELT CONFIDENT THAT HE COULD HANDLE THE WIND. THE TWR HAD PREVIOUSLY
HAD TRAFFIC LANDING ON RWY 18. THIS WAS THE PLT'S FIRST SOLO FLT IN A TAIL DRAGGER, FOLLOWING 5 HRS OF DUAL INSTRUCTION.

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Brief of Accident (Continued)

File No. - 1453 7/16/85 MOSES LAKE,WA A/C Reg. No. N36137 Time (Lcl) - 0939 PDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

Brief of Accident

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   File No. - 1598       9/23/85    EASTSOUND,WA              A/C Reg. No. N61298            Time (Lcl) - 1030 PDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious    Minor     None
      Type of Operation         -PERSONAL                      Fire                  Crew       0        0         0         1
      Flight Conducted Under    -14 CFR 91                       NONE                Pass       0        0         0         2
      Accident Occurred During  -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA A185F              Eng Make/Model - CONTINENTAL IO-520-D     ELT Installed/Activated - YES/YES
      Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    3350                   Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       6                   Rated Power    -     300 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                  Airport Proximity
      Wx Briefing      - FSS                         Last Departure Point                       ON AIRPORT
        Method         - TELEPHONE                     EASTSOUND,WA
        Completeness   - FULL                        Destination                              Airport Data
      Basic Weather    - VMC                           SEATTLE,WA                                 EASTSOUND
        Wind Dir/Speed- CALM                                                                      Runway Ident     - 16
        Visibility     -    20.0   SM              ATC/Airspace                                   Runway Lth/Wid   -  2900/   60
        Lowest Sky/Clouds  -     20000 FT SCATTERED  Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
        Lowest Ceiling        - NONE                 Type of Clearance   - NONE                   Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                            Age -      37         Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                  Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                    Current        - YES       Total      -    529        Last 24 Hrs -       0
         SE LAND                                    Months Since   -  6        Make/Model-    167        Last 30 Days- UNK/NR
         GLIDER                                     Aircraft Type - UNK/NR     Instrument-     36        Last 90 Days-      14
                                                                               Multi-Eng -      2

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAKEOFF ROLL THE ACFT VEERED RIGHT AND THE PLT OVERCORRECTED TO THE LEFT. THE ACFT THEN DEPARTED THE RWY TO THE
LEFT STRIKING VASI LIGHTS.

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Brief of Accident (Continued)

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     File No. - 1598       9/23/85    EASTSOUND,WA                A/C Reg. No. N61298             Time (Lcl) - 1030 PDT
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Occurrence            ON GROUND COLLISION WITH OBJECT
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)
  1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1
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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

    File No. - 1592      9/27/85    SAN JUAN ISLAND,WA        A/C Reg. No. N9644H           Time (Lcl) - 1510 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATiON)        Aircraft Damage                       Injurias
                                                                 DESTROYED                  Fatal   Serious   Minor     None
      Type of Operation          -PERSONAL                      Fire                  Crew    0        0        0         2
      Flight Conducted Under     -14 CFR 91                      ON GROUND            Pass    0        0        0         0
      Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model      - CESSNA 185                  Eng Make/Model - CONTINENTAL IO-520-D     ELT Installed/Activated - YES/YES
      Landing Gear    - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt    -    3300                     Engine Type    - RECIP-FUEL INJECTED
      No. of Seats    -       6                     Rated Power    -      300 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                Airport Proximity
      Wx Briefing     - UNK/NR                     Last Departure Point                     ON AIRSTRIP
        Method        - UNK/NR                       SAN JUAN ISL,WA
        Completeness  - UNK/NR                     Destination                            Airport Data
      Basic Weather   - VMC                          LOCAL
        Wind Dir/Speed- 360/020 KTS                                                         Runway Ident     - N/A
        Visibility    -    40.0   SM             ATC/Airspace                               Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE               Runway Surface   - GRAVEL
        Lowest Ceiling        - NONE               Type of Clearance   - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING                           ROUGH
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     44          Medical Certificate - EXPIRED
       Certificate(s)/Rating(s)              Biennial Flight Review           Flight Time (Hours)
          COMMERCIAL                            Current       - NO        Total        -   5250       Last 24 Hrs - UNK/NR
          SE LAND                               Months Since  - 36        Make/Model-      2265       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-       120       Last 90 Days-     230
                                                                          Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT WAS ATTEMPTING TO DEPART HIS PRIVATE AIRSTRIP TO  THE NORTH WITH TREES BORDERING THE NORTH END OF
THE AIRSTRIP. THE WIND WAS FROM 360 AT 20 KNOTS GUSTING TO 30 KNOTS. THE PILOT WAS UNABLE TO ARREST HIS RATE OF SINK
AND MADE A RIGHT TURN TO AVOID TREES. THE AIRCRAFT STRUCK A ROCKPILE SEPARATING THE ENINGE FROM THE AIRCRAFT
AND STARTING A SMALL BRUSH FIRE.

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File No. - 1592 9/27/85 SAN JUAN ISLAND,WA A/C Reg. No. N9644H Time (Lcl) - 1510 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 FIRE
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

Brief of Accident

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     File No. - 1576       4/26/85    PRAIRIE DUSAC,WI          A/C Reg. No. N4707T            Time (Lcl) - 1736 CST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation          -INSTRUCTIONAL                 Fire                 Crew      0         0         0         2
     Flight Conducted Under     -14 CFR 91                      NONE                Pass      0         0         0         0
     Accident Occurred During   -CLIMB                                              Other     1         0         0         0
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA R182                Eng Make/Model - LYCOMING O-540-L3C5D      ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    3200                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                    Rated Power    -      235 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
       Method          - N/A                         SAME AS ACC/INC
       Completeness    - N/A                      Destination                             Airport Data
     Basic Weather     - VMC                         MADISON,WI                              SAUK-PRAIRIE
       Wind Dir/Speed- 050/007 KTS                                                           Runway Ident      - N/A
       Visibility     -    15.0   SM              ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE               Runway Surface    - N/A
       Lowest Ceiling         - NONE                Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     27           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
        ATP                                     Curren         - YES       Total      -   4000        Last 24 Hrs -        1
          SE LAND,ME LAND                       Months Since   -  5        Make/Model-      30        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument-     155        Last 90 Days-      180


          Instrument Rating(s)   - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THIS MIDAIR COLLISION OCCURRED APPROX 2 MI NE OF SAUK-PRAIRIE APT. THE PILOTS OF THE CESSNA WERE IN A CLIMBING RIGHT
DEPARTURE TURN AT APPROX 1600 FT MSL HEADING APPROX 120 DEG WHEN A COLLISION OCCURRED WITH A PIIPER HEADING APPROX
270 DEG AND DESCENDING. ONE PILOT IN THE CESSNA WAS WEARING AN INSTRUMENT HOOD. THE PILOT OF THE PIPER WAS FLYING
INTO THE SETTING SUN. ONE WITNESS SAW THE PIPER MAKE A SHARP EVASIVE TURN JUST PRIOR TO IMPACT. THE PILOTS OF THE CESSNA
DID NOT SEE THE PIPER UNTIL AFTER THE COLLISION. FOLLOWING THE COLLISION THE PILOT OF THE PIPER LOST CONTROL OF HIS
AIRCRAFT AND CRASHED. THE PILOTS IN THE CESSNA LANDED SAFELY BACK AT SAUK-PRAIRIE EVEN THOUGH 3 FT 4 INCHES OF THE
RIGHT WING AND 4 FT 4 INCHES OF THE RIGHT AILERON WERE MISSING. NEARLY FULL LEFT AILERON WAS REQUIRED THROUGHOUT THE
RECOVERY AND LANDING.

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                              Brief of Accident (Continued)

    File No. - 1576     4/26/85   PRAIRIE DUSAC,WI        A/C Reg. No. N4707T           Time (Lcl) - 1736 CST
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Occurrence #1          MIDAIR COLLISION
Phase of Operation     CLIMB - TO CRUISE

Finding(s)
  1. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND(CFI)
  2.      IMPROPER USE OF PROCEDURE - PILOT IN COMMAND(CFI)
  3.      IMPROPER USE OF PROCEDURE,PSYCHOLOGICAL CONDITION - PILOT IN COMMAND(CFI)
  4.      IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
  5.      IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND(CFI)
--------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY

Finding(s)
  6. WING - LOSS,PARTIAL
  7.    EMERGENCY PROCEDURE - PERFORMED - DUAL STUDENT
  8. FLIGHT CONTROL,ELEVATOR TAB SURFACE - LOSS,PARTIAL
  9.    PRECAUTIONARY LANDING - PERFORMED - DUAL STUDENT
--------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4,5
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1576 4/26/85 PRAIRIE DUSAC,WI A/C Reg. No. N761R Time (Lcl) - 1736 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	2

----Aircraft Information----

Make/Model - PIPER PA-17
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
SAUK-PRAIRIE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - UNK/NR
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 125
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THIS MIDAIR COLLISION OCCURRED APPROX 2 MI NE OF SAUK-PRAIRIE APT. THE PILOTS OF THE CESSNA WERE IN A CLIMBING RIGHT DEPARTURE TURN AT APPROX 1600 FT MSL HEADING APPROX 120 DEG WHEN A COLLSION OCCURRED WITH A PIPER HEADING APPROX 270 DEG AND DESCENDING. ONE PILOT IN THE CESSNA WAS WEARING AN INSTRUMENT HOOD. THE PILOT OF THE PIPER WAS FLYING INTO THE SETTING SUN. ONE WITNESS SAW THE PIPER MAKE A SHARP EVASIVE TURN JUST PRIOR TO IMPACT. THE PILOTS OF THE CESSN DID NOT SEE THEPIPER UNTIL AFTER THE COLLSION. FOLLOWING THE COLLSION THE PILOT OF THE PIPER LOST CONTROL OF HIS AIRCRAFT AND CRASHED. THE PILOTS IN THE CESSN LANDED SAFELY BACK AT SAUK-PRAIRIE EVEN THOUGH 3 FT 4 INCHES OF THE RIGHT WING AND 4 FT 4 INCHES OF THE RIGHT AILERON WERE MISSING. NEARLY FULL LEFT AILERON WAS REQUIRED THROUGHOUT THE RECOVERY AND LANDING.

Brief of Accident (Continued)

File No. - 1576 4/26/85 PRAIRIE DUSAC,WI A/C Reg. No. N761R Time (Lcl) - 1736 CST

Occurrence #1 MIDAIR COLLISION
Phase of Operation DESCENT - NORMAL

Finding(s)
1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1418        5/25/85     NECEDAH,WI                   A/C Reg. No. N5481Q              Time (Lcl) - 0820 CDT
-------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
       Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                    SUBSTANTIAL                      Fatal    Serious    Minor      None
       Type of Operation          -INSTRUCTIONAL                   Fire                     Crew      0         0          0          1
       Flight Conducted Under     -14 CFR 91                        NONE                    Pass      0         0          0          0
       Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
       Make/Model     - CESSNA 150L                  Eng Make/Model - CONTINENTAL O-200-A        ELT Installed/Activated - YES/YES
       Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                           Stall Warning System - YES
       Max Gross Wt   -    1600                      Engine Type    - RECIPROCATING-CARBURETOR
       No. of Seats   -       2                      Rated Power    -    100 HP
-------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
     Weather Data                                   Itinerary                                 Airport Proximity
       Wx Briefing       - UNK/NR                     Last Departure Point                      ON AIRPORT
         Method          - UNK/NR                       SAME AS ACC/INC
         Completeness    - UNK/NR                    Destination                              Airport Data
       Basic Weather     - VMC                          LOCAL                                   NECEDAH
         Wind Dir/Speed- VARIABLE                                                               Runway Ident     - 34
         Visibility      -    10.0   SM             ATC/Airspace                                Runway Lth/Wid   -  2450/  120
         Lowest Sky/Clouds  -    25000 FT SCATTERED   Type of Flight Plan - NONE                Runway Surface   - GRAVEL
         Lowest Ceiling         - NONE                Type of Clearance   - NONE                Runway Status    - DRY
         Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
         Precipitation          - NONE                                      TOUCH AND GO
         Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                            Age -    43               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        Certificate(s)/Rating(s)                  Biennial Flight Review                    Flight Time (Hours)
          STUDENT                                    Current          - N/A        Total      -     22          Last 24 Hrs -      1
                                                     Months Since     - N/A        Make/Model-     22          Last 30 Days- UNK/NR
                                                     Aircraft Type    - N/A        Instrument-      1          Last 90 Days-      7

          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER A FLT WITH AN INSTRUCTOR, THE STUDENT TOOK OFF ON A SOLO FLT. DURING A TOUCH & GO THE STUDENT STATED, "... I CAME
IN HIGH & FAST. I LANDED LONG AND THE AIRCRAFT BOUNCED TWICE. I THEN PANICKED AND PUSHED THE CONTROL FORWARD CAUSING
THE NOSE TO DIVE INTO THE GROUND."

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Brief of Accident (Continued)

File No. - 1418 5/25/85 NECEDAH,WI A/C Reg. No. N5481Q Time (Lcl) - 0820 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
2. FLARE - PREMATURE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1473        6/08/85    OSCEOLA,WI               A/C Reg. No. N1644P          Time (Lcl) - 1400 CDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
   Type of Operation         -INSTRUCTIONAL                   Fire                  Crew      0        0        1        0
   Flight Conducted Under    -14 CFR 91                        NONE                 Pass      0        0        0        0
   Accident Occurred During  -APPROACH
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - PIPER PA-22-150             Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/YES
   Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                         Stall Warning System - NO
   Max Gross Wt   -    1950                     Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats   -       4                     Rated Power     -      150 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
   Wx Briefing       - FSS                       Last Departure Point                       ON AIRPORT
     Method          - TELEPHONE                   SAME AS ACC/INC
     Completeness    - FULL                     Destination                              Airport Data
   Basic Weather     - VMC                         SAME AS ACC/INC                          OSCEOLA
     Wind Dir/Speed- 200/024 KTS                                                           Runway Ident      - 10
     Visibility     -     20.0   SM            ATC/Airspace                                Runway Lth/Wid    -  3000/    75
     Lowest Sky/Clouds  -     25000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface    - ASPHALT
     Lowest Ceiling         -                    Type of Clearance   - NONE                Runway Status     - DRY
     Obstructions to Vision- NONE                Type Apch/Lndg      - GO AROUND
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                         Age -      38             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
      STUDENT                                 Current        - N/A       Total      -      30        Last 24 Hrs -        3
                                              Months Since   - N/A       Make/Model-      15        Last 30 Days- UNK/NR
                                              Aircraft Type  - N/A       Instrument-       0        Last 90 Days-       15

      Instrument Rating(s)   - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE SOLO STUDENT PLT ATTEMPTED TO LAND THE ACFT WITH AN APRX 90 DEG X-WIND OF 24 KTS GUSTING TO 32 KTS. FEELING UNSURE
OF THE CONDITIONS ON HIS FIRST APCH, HE DECIDED TO MAKE A GO AROUND. THIS HE SUCCESSFULLY ACCOMPLISHED. ON HIS SECOND
ATTEMPT, HE WAS ABLE TO LAND THE ACFT ON THE RWY BUT WAS UNABLE TO MAINTAIN PROPER RWY ALIGNMENT. HE ELECTED TO
GO AROUND ONCE AGAIN BUT LOST DIRECTIONAL CONTROL. THE ACFT DEPARTED THE LEFT SIDE OF THE RWY WHERE IT CAME TO REST
AFTER GROUND LOOPING AND COLLAPSING THE LANDING GEAR.
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Brief of Accident (Continued)

File No. - 1473 6/08/85 OSCEOLA,WI A/C Reg. No. N1644P Time (Lcl) - 1400 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
4. JUDGEMENT - POOR - FLIGHT INSTRUCTOR(ON GROUND)
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
7. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
9. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 GEAR COLLAPSED
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

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                                    Brief of Accident

   File No. - 1581      7/21/85    SHEBOYGAN,WI            A/C Reg. No. N7315V          Time (Lcl) - 1420 CDT
--------------------------------------------------------------------------------------------------------------
----Basic information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                  Injuries
                                                                   SUBSTANTIAL          Fatal    Serious    Minor      None
     Type of Operation           -PERSONAL                       Fire              Crew    0        0         0          1
     Flight Conducted Under      -14 CFR 91                        NONE            Pass    0        0         0          3
     Accident Occurred During    -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - BELLANCA 17-30              Eng Make/Model - CONTINENTAL IO-520-D     ELT Installed/Activated - UNK/NR
     Landing Gear    - TRICYCLE-RETRACTABLE        Number Engines -  1                          Stall Warning System - UNK/NR
     Max Gross Wt    -    3325                     Engine Type    - RECIP-FUEL INJECTED
     No. of Seats    -       4                     Rated Power    -     300 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                Airport Proximity
     Wx Briefing      - UNK/NR                      Last Departure Point                     OFF AIRPORT/STRIP
       Method         - UNK/NR                        WASHINGTON IS,WI
       Completeness   - UNK/NR                     Destination                            Airport Data
     Basic Weather    - VMC                           SHEBOYGAN,WI
       Wind Dir/Speed- 290/015 KTS                                                           Runway Ident     - N/A
       Visibility     -    20.0   SM              ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    15000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling          - NONE              Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     43           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
         PRIVATE                                Current        - UNK/NR    Total       - UNK/NR      Last 24 Hrs - UNK/NR
         SE LAND                                Months Since   - UNK/NR    Make/Model- UNK/NR      Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument- UNK/NR      Last 90 Days- UNK/NR
                                                                           Multi-Eng - UNK/NR      Rotorcraft  - UNK/NR


         Instrument Rating(s)  - NONE
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----Narrative----
THE ACFT COLLIDED WITH A DITCH DURING A FORCED LANDING FOLLOWING A LOSS OF POWER IN CRUISE FLT. THE PLT REPORTED HE
SWITCHED THE FUEL SELECTOR FROM THE LEFT TO THE RIGHT TANK, & AFTER APRX 3 MINUTES, A TOTAL LOSS OF POWER WAS
EXPERIENCED. HE STATED THAT REPEATED ATTEMPTS TO RESTART THE ENGINE WERE FUTILE. HE NOTED THAT AFTER THE POWER LOSS,
THE FUEL PRESSURE DROPPED OFF. WHEN HE TURNED ON THE AUX FUEL PUMP, THERE WAS NO FUEL PRESSURE INDICATION. A POST
ACCIDENT INSPECTION OF THE ACFT DISCLOSED NO MECHANICAL FAILURE/MALFUNCTION. THE RIGHT MAIN FUEL TANK CONTAINED
6 1/2 INCHES OF FUEL & THE LEFT MAIN TANK CONTAINED 1 1/4 INCHES OF FUEL (MAIN TANKS PLACARDED 19 GAL CAPACITY).
BOTH THE LEFT & RIGHT AUX TANKS WERE EMPTY.
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Brief of Accident (Continued)

File No. - 1581   7/21/85   SHEBOYGAN,WI   A/C Reg. No. N7315V   Time (Lcl) - 1420 CDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FUEL SYSTEM - INADEQUATE
2. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
3. FLUID,FUEL - STARVATION
4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1438 10/02/85 CRIVITZ,WI A/C Reg. No. N52142 Time (Lcl) - 1245 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MENOMINEE,MI
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
NEVELN
Runway Ident - 27
Runway Lth/Wid - 2500/ 120
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 165
Make/Model- 96
Instrument- 9
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 28

Instrument Rating(s) - NONE

----Narrative----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING THE LANDING ROLL IN X-WIND CONDITIONS. AS THE ACFT VEERED TO THE LEFT SIDE OF THE RWY IT STRUCK A RWY LIGHT. THE ARPT OWNER STATED THE ACFT TOUCHED DOWN IN A CRABBED POSITION AND THE LOCAL WINDS WERE FROM 200 DEGS AT 12 TO 14 KTS.

Brief of Accident (Continued)

File No. - 1436 10/02/85 CRIVITZ,WI A/C Reg. No. N52142 Time (Lcl) - 1245 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
5. OBJECT - RUNWAY LIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

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   File No. - 1550       6/21/85    GHENT,WV                   A/C Rgg. No. N27716           Time (Lcl) - 1810 EDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation         -EXECUTIVE/CORPORATE             Fire                   Crew    0       0         0        1
      Flight Conducted Under    -14 CFR 91                        NONE                  Pass    0       0         0        0
      Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - BELL 206L-1               Eng Make/Model - ALLISON 250-C28B        ELT Installed/Activated - YES/NO
      Landing Gear  - SKID                      Number Engines -  1                         Stall Warning System - NO
      Max Gross Wt  -   4050                    Engine Type    - TURBOSHAFT
      No. of Seats  -      6                    Rated Power    -    500 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                             Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
        Method         - N/A                        ODD,WV
        Completeness   - N/A                     Destination                           Airport Data
      Basic Weather    - VMC                        BECKLEY,WV
        Wind Dir/Speed- 210/006 KTS                                                      Runway Ident     - N/A
        Visibility     -    10.0    SM          ATC/Airspace                              Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    4000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - N/A
        Lowest Ceiling     -    6500 FT OVERCAST   Type of Clearance   - NONE             Runway Status    - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
        Precipitation      - NONE
        Condition of Light - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      35          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
          PRIVATE,COMMERCIAL                   Current       - YES     Total        -   1857        Last 24 Hrs  -      5
          SE LAND                              Months Since  - 4       Make/Model-        13        Last 30 Days- UNK/NR
          HELICOPTER                           Aircraft Type - UNK/NR  Instrument-       327        Last 90 Days-    135
                                                                                                    Rotorcraft   -   1704

          Instrument Rating(s)  - HELICOPTER
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT TOOK OFF AT 1805 WITH 150 LBS OF FUEL REMAINING, INTENDING TO FLY TO BECKLEY, WV TO REFUEL. HE STATED THAT AFTER
HE WAS IN LVL FLT AT ABOUT 3000 FT MSL FOR 3 TO 4 MIN, HE NOTED AN UNUSUAL JERK OR VIBRATION IN THE REAR. SUSPECTING A
PSBL TAIL ROTOR PROBLEM, HE LOWERED THE COLLECTIVE & TURNED TOWARD AN OPEN AREA. HE THEN NOTED THAT THE ENG HAD LOST
POWER. DRG AN AUTOROTATIVE LANDING, THE HELICOPTER TOUCHED DOWN HARD WITHOUT ENOUGH RPM TO CUSHION THE LNDG. AN EXAM OF
THE FUEL SYS REVEALED THERE WAS ABOUT 20 GAL OF FUEL REMAINING. THE ENG & FUEL PUMPS OPERATED NORMALLY WHEN TESTED.
HOWEVER, FURTHER CHECKS REVEALED THAT WHEN FUEL IN THE AFT TANK WAS BELOW THE STAND PIPE, FUEL WOULD LEAK TO THE FRONT
TANK; ALSO, THERE WAS VIRTUALLY NO INDUCED FLOW IN THE LEFT TRANSFER SYS. DISASSEMBLY REVEALED THE STANDPIPE IN THE AFT
TANK WAS NOT PROPERLY ALIGNED, THUS THE O-RING WAS NOT PROPERLY SEATED, WHICH ALLOWED A LEAK. A PIECE OF MASKING TAPE
WAS FND IN THE INLET TO THE LEFT TRANSFER PUMP. AS THE FRONT TANK APCHD EMPTY (DRG OPN) AIR WAS ENTRAINED IN THE FUEL.
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Brief of Accident (Continued)

File No. - 1550 6/21/85 GHENT,WV A/C Reg. No. N27[illegible]16 Time (Lcl) - 1810 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
2. FUEL SYSTEM - FOREIGN OBJECT
3. FUEL SYSTEM - BLOCKED(PARTIAL)
4. FLUID,FUEL - MOVEMENT RESTRICTED
5. FUEL SYSTEM,LINE FITTING - LEAK
6. FLUID,FUEL - OTHER
7. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
9. FLARE - MISJUDGED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,7,9

Factor(s) relating to this accident is/are finding(s) 2,3,4,10

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                              National Transportation Safety Board
                                    Washington, D.C. 20594




                                       Brief of Accident

     File No. - 1529       9/15/85    SHINNSTON,WV               A/C Rug. No. N909A               Time (Lcl) - 1850 EDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENEPAL AVIATION)          Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                        Fire                  Crew      0        0        0       1
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0        0        0       0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-22-125              Eng Make/Model - LYCOMING O-290-D2         ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                            Stall Warning System - UNK/NR
    Max Gross Wt   -    1800                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                      Rated Power     -      125 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRSTRIP
      Method          - N/A                         SAME AS ACC/INC
      Completeness    - N/A                      Destination                              Airport Data
    Basic Weather     - VMC                         LOCAL                                    CUNNINGHAM RUN
      Wind Dir/Speed- 270/005 KTS                                                            Runway Ident      - 27
      Visibility     -    10.0   SM              ATC/Airspace                                Runway Lth/Wid    -  1800/   50
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan   NONE                Runway Surface    - GRASS/TURF
      Lowest Ceiling        - NONE                 Type of Clearance    - NONE               Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     53            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current         - UNK/NR     Total      -     104       Last 24 Hrs -       2
        SE LAND                                 Months Since    - UNK/NR     Make/Model-      22        Last 30 Days- UNK/NR
        HELICOPTER                              Aircraft Type   - UNK/NR     Instrument-       0        Last 90 Days-      19


        Instrument Rating(s)   - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT HE INITIATED A NORMAL APCH TO LAND ON RWY 27. HOWEVER, WHEN HE FLARED, HE FAILED TO STOP THE
DESCENT. SUBSEQUENTLY, THE ACFT LANDED HARD JUST SHORT OF THE RWY. DURING THE LANDING, THE NOSE GEAR COLLAPSED &
THE ACFT NOSED OVER
-------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1529   9/15/85   SHINNSTON,WV   A/C Reg. No. N909A   Time (Lcl) - 1850 EDT

Occurrence #1   UNDERSHOOT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED -

Occurrence #2   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
4. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #3   NOSE GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
5. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4   NOSE OVER
Phase of Operation   LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

```
                         National Transportation Safety Board
                              Washington, D.C. 20594


                                   Brief of Accident

   File No. - 1431      7/30/85    EVANSTON,WY           A/C Reg. No. N9455D          Time (Lcl) - 1355 MDT
----------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                             DESTROYED                   Fatal    Serious    Minor     None
   Type of Operation          -PERSONAL                     Fire                 Crew     0         0         0         1
   Flight Conducted Under     -14 CFR 91                     NONE                Pass     0         0         0         1
   Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model      - CESSNA 172RG               Eng Make/Model - LYCOMING O-360-F1A6      ELT Installed/Activated - YES/YES
   Landing Gear    - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
   Max Gross Wt    -   2650                     Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats    -      4                     Rated Power    -    180 HP
----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
   Wx Briefing       - FSS                     Last Departure Point                      ON AIRPORT
     Method          - ACFT RADIO                ENGLEWOOD,CO
     Completeness    - FULL                   Destination                            Airport Data
   Basic Weather     - VMC                       PROVO,UT                                  EVANSTON
     Wind Dir/Speed- 190/015 KTS                                                         Runway Ident     - 23
     Visibility      -    40.0   SM           ATC/Airspace                               Runway Lth/Wid   -  7300/  100
     Lowest Sky/Clouds  -      7000 FT          Type of Flight Plan - VFR                Runway Surface   - ASPHALT
     Lowest Ceiling         -  7000 FT BROKEN   Type of Clearance   - VFR                Runway Status    - DRY
     Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     57            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
        PRIVATE                                 Current        - YES     Total       -   1076        Last 24 Hrs -      4
                                                Months Since   -  3      Make/Model-    2720        Last 30 Days-     47
                                                Aircraft Type - C-172RG  Instrumen.-     161        Last 90 Days-    105


        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT LOST DIRESTIONAL CONTROL OF THE ACFT WHILE ATTEMPTING TO LAND IN GUSTY X-WIND CONDITIONS. THE ACFT WAS DESTROYED
WHEN IT IMPACTED TERRAIN IN A 50 FT DEEP RAVINE.
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```

Brief of Accident (Continued)

File No. - 1431 7/30/85 EVANSTON,WY A/C Reg. No. N9455D Time (Lcl) - 1355 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
1. WEATHER CONDITION - GUSTS
2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - DOWNHILL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

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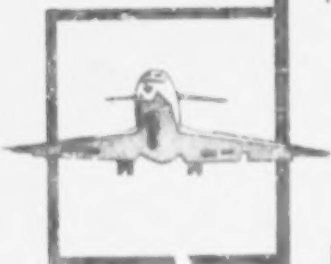

NATIONAL TRANSPORTATION SAFETY BOARD

ORIGINAL

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 9, 1985 ACCIDENTS

NTSB/AAB-86/23

UNITED STATES GOVERNMENT

VL

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Washington, D. C. 20594

13. Type of Report and Period Covered
Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1985 in Brief Format

14. Sponsoring Agency Code

15. Supplementary Notes

16. Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

File Numbers: 1601 through 1800

17. Key Words
Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather

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I

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FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

> "No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

Personal

Flying by individuals in there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

FILE ORDER LISTING

ISSUE NUMBER 9

CALENDAR YEAR 1985

IX

File Order Listing - Issue No. 9, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1601	8877F	071585	OCONOMOWOC, WI	HUGHES	269A	NONE	376
1602	4137F	071485	APPLETON, WI	PIPER	PA-32R-300	NONE	374
1603	5655N	041985	JUNCTION, TX	MAULE	M-5-180C	NONE	292
1604	9054M	041785	MIDLAND, TX	CESSNA	180H	NONE	288
1605	89862	041785	ROBY, TX	CESSNA	152	SERIOUS	290
1606	808W	041485	PATTERSON, LA	MITSUBISHI	MU2J	NONE	140
1607	9243S	041085	SAN ANTONIO, TX	BEECH	C23	NONE	286
1608	8219S	070585	FOND DU LAC, WI	CESSNA	150F	NONE	372
1609	9891L	070585	CROOKSTON, MN	GRUMMAN	TR2	NONE	170
1610	8390P	032485	LUBBOCK, TX	PIPER	PA-24-250	NONE	284
1611	8151X	072585	LAWTEY, FL	CESSNA	172	NONE	84
1612	2154P	031985	JUSTIN, TX	PIPER	PA-23-150	NONE	282
1613	2207Y	031985	MONROE, LA	CESSNA	177	NONE	138
1614	1610M	030785	ATHENS, TX	CESSNA	182	NONE	278
1615	93848	031885	ORCHARDS, WA	ENGINEERING	415-C	FATAL	364
1617	35105	092285	LOLO PASS, ID	CESSNA	177BII	FATAL	112
1618	61624	091585	EMPORIA, KS	CESSNA	172M	NONE	128
1619	14819	090985	EMMETT, ID	BELL	206B	FATAL	108
1620	727MA	071185	SOUTHBRIDGE, MA	MITSUBISHI	MU-2B-26	NONE	118
1621	151A	062885	DOTHAN, AL	PIPER	J3C-65	SERIOUS	30
1622	3714R	061685	HENDERSONVILLE, NC	CESSNA	172H	FATAL	192
1623	8450K	092785	BOWLING GREEN, KY	PIPER	PA-28-181	MINOR	132
1624	24338	062085	FILMORE, CA	CESSNA	152	NONE	58
1625	17RM	062385	GLENDALE, AZ	STARDUSTER	II	SERIOUS	44
1626	6721H	061585	HEALDSBURG, CA	CESSNA	172M	MINOR	54

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1627	12385	061285	GARBERVILLE, CA	CESSNA	172M	NONE	50
1628	4932P	061485	FREMONT, CA	CESSNA	152II	NONE	52
1629	8050P	082085	FARMERVILLE, LA	PIPER	PA-24-250	NONE	148
1630	21RH	101085	INTRACOASTALCTY, LA	CESSNA	A185E	NONE	156
1631	4691E	042985	GIBSON, LA	CESSNA	A185F	NONE	142
1632	732YR	050585	MCKINNEY, TX	CESSNA	T210M	MINOR	298
1633	8083J	050485	BALMORHEA, TX	PIPER	PA-601	NONE	296
1634	79QD	050485	OPELOUSAS, LA	DEMPSEY	QUICKIE	MINOR	144
1625	6399L	050885	SWEETWATER, TX	GRUMMAN	AA1A	NONE	300
1636	888K	051085	MCKINNEY, TX	CESSNA	421	NONE	302
1637	63613	051685	MORAN, TX	CESSNA	150M	NONE	304
1638	55800	051885	CROWELL, TX	PIPER	PA-34-200	NONE	306
1639	711LL	052185	SAN ANGELO, TX	MITSUBISHI	MU-2B-20	NONE	308
1640	6198M	100885	KING SALMON, AK	MAULE	M5-235C	NONE	24
1642	300WC	102685	SOLDOTNA, AK	CESSNA	177	NONE	26
1643	99190	090485	KODIAK, AK	PIPER	PA-18	MINOR	20
1644	68085	081885	TUTNA LAKE, AK	DEHAVILLAND	DHC-2 MK.1	FATAL	18
1645	34656	081885	WASILLA, AK	STINSON	10A	SERIOUS	16
1646	3365M	081785	ANCHORAGE, AK	PIPER	PA-12	NONE	14
1647	3847[illegible]	070685	TYRONE CREEK, AK	PIPER	J-3	NONE	10
1648	3445Z	071785	ALEXANDER LAKE, AK	PIPER	PA-22/20	NONE	12
1649	3RB	091785	MISSING, GM	SWEARINGEN	SA-226T	FATAL	100
1650	49958	101285	HOUSTON, TX	CESSNA	152	MINOR	348
1651	2952N	101985	TULSA, OK	CESSNA	310	MINOR	252
1652	35JW	100585	EL PASO, TX	BEECHCRAFT	K35	NONE	343

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1653	92755	100785	ODESSA, TX	CESSNA	182N	NONE	344
1654	93378	092485	SANDERSON, TX	CESSNA	182A	MINOR	342
1655	71846	070385	TULIA, TX	CESSNA	182M	NONE	318
1656	5753D	072185	SOUTH MARSH, GM	BELL	206L-1	MINOR	98
1657	7620E	071785	GATESVILLE, TX	BELLANCA	14-19-3	MINOR	326
1658	5203A	071285	COLLEGE STATION, TX	CESSNA	T210N	NONE	322
1659	30738	061685	VAN NUYS, CA	PIPER	J3C-65	NONE	50
1660	1739R	070785	MIDLAND, TX	CESSNA	R182	MINOR	320
1661	7697L	060985	DALLAS, TX	PIPER	PA-31-350	NONE	316
1662	6778X	060985	MIDLAND, TX	CESSNA	310F	NONE	314
1663	1072Y	053185	FORT WORTH, TX	BELL	206-B	MINOR	310
1665	70691	071785	GOOSE PRAIRIE, WA	PIPER	J3-C-65	FATAL	360
1666	9060P	081085	MOSCOW, AR	PIPER	PA-18-150	FATAL	38
1667	267CD	081885	NEW MADRID, MO	PIPER	PA-18-135	FATAL	176
1668	2468F	110585	ORRICK, MO	PIPER	PA-38-112	SERIOUS	184
1669	5CJ	091485	BOISE, ID	TODD	KR-II	MINOR	110
1670	1115G	072785	ADMIRE, KS	SCHUBERT	CASSUTT SP	FATAL	124
1671	1930C	092185	WINNEMUCCA, NV	CESSNA	170B	NONE	228
1672	84844	092285	RIDGEFIELD, WA	AERONCA	7AC	NONE	368
1673	51698	092085	BRINNON, WA	CESSNA	172PII	FATAL	366
1674	3568C	082485	MORRISVILLE, VT	CESSNA	170B	NONE	356
1675	4252J	082885	CENTRAL SQUARE, NY	PIPER	PA-28-140	SERIOUS	236
1677	2022G	091185	ANGLETON, TX	BELL	206L-1	MINOR	338
1678	5513E	090585	PORT SULPHUR, LA	CESSNA	A185F	MINOR	152
1679	5573G	082885	CRYSTAL BEACH, TX	CESSNA	150J	NONE	336

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1680	3656N	082385	OAK RIDGE, LA	AIR TRACTOR	AT-400	MINOR	150
1681	2217G	081785	LLANO, TX	PIPER	PA-28-181	MINOR	334
1682	9964J	081585	FLOYDADA, TX	CESSNA	T188C	SERIOUS	332
1683	93980	080285	KATY, TX	CESSNA	152	NONE	328
1684	738XZ	081485	SALLISAW, OK	CESSNA	172N	NONE	250
1685	22952	060985	DAMON, TX	BELL	206B	MINOR	330
1686	46170	071485	HONDO, TX	RYAN	ST3KR (PT-	NONE	324
1687	9905N	071285	PATTERSON, LA	CESSNA	A185F	MINOR	146
1688	7930G	042285	ABILENE, TX	CESSNA	150	NONE	294
1689	91157	091885	CHUATHBALUK, AK	CESSNA	207	NONE	22
1690	22AK	062785	PORT LIONS, AK	PIPER	J-3/100	NONE	6
1691	32576	072685	SOUTH BAY, FL	PIPER	PA-28-180	NONE	86
1692	8665G	072685	APALACHICOLA, FL	CESSNA	150F	NONE	88
1693	1625H	031185	CHARLESTON, WV	CESSNA	177RG	FATAL	384
1694	505PC	100485	TROY, MI	PIPER	PA-30	MINOR	168
1695	8229L	080685	WHITEWATER, WI	CESSNA	172H	NONE	382
1696	NONE	092985	POST FALLS, ID	TERATORN	TIERRA II	FATAL	114
1697	8316B	102885	NORTH BEND, OR	CESSNA	172	SERIOUS	262
1698	6927P	051985	COALINGA, CA	PIPER	PA-24-250	NONE	48
1699	6937Q	080485	GRIFFITH, IN	BEECH	A23A	NONE	122
1700	88DM	091385	OLATHE, KS	CESSNA	421B	NONE	126
1701	1254V	081085	INT'L FALLS, MN	CESSNA	172XP	NONE	174
1702	7595F	060185	HILLSBORO, TX	CHAMPION	7GCAA	MINOR	312
1703	5604V	072685	FOND DU LAC, WI	HOWARD AIRCR	DGA-15P	NONE	378
1704	7765K	080685	SEATTLE, WA	PIPER	PA-20	NONE	362

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1705	2071K	072585	VALPARAISO, IN	LUSCOMBE	8A	NONE	120
1706	5191N	073085	DELAVAN, WI	BOEING	E-75	NONE	380
1707	2260N	072285	SHELBYVILLE, IL	FRANK H MARC	AVENGER GY	MINOR	118
1707	67EZ	072285	SHELBYVILLE, IL	HAZELRIGE	VARIEZE	MINOR	116
1708	4016F	100585	GUILFORD, MO	CESSNA	172	MINOR	180
1709	4810M	072185	MOULTONBORO, NH	PIPER	PA-11	SERIOUS	212
1710	47364	010185	HOPKINTON, NH	PIPER	PA-34-200T	SERIOUS	208
1711	20273	100385	LONDON, KY	CESSNA	172	MINOR	136
1712	18362	061785	BOSCOBEL, WI	BEECH	V35B	NONE	370
1713	27522	020185	WHITEFIELD, NH	PIPER	PA-31-350	FATAL	210
1715	333WL	091385	CATAHOULA, LA	CESSNA	A185F	FATAL	154
1716	5186	073085	SHELLEY, ID	GRUMMAN	164A	NONE	104
1717	33920	092985	PREBLE, NY	SCHWEIZER	SGS 2-33A	MINOR	240
1718	4328G	062385	CORTLAND, NY	MCCULLOCH AI	J-2	MINOR	232
1719	2661K	081385	CARTHAGE, NY	LUSCOMBE	8E	MINOR	234
1720	96078	081785	BUXTON, OR	CESSNA	180A	NONE	256
1721	54016	081985	PRESTON, ID	CESSNA	172P	NONE	106
1722	45970	090485	SAN JOSE, CA	CESSNA	402A	NONE	62
1723	4[illegible]1GS	090485	JULIAN, CA	PIPER	PA-28-161	NONE	60
1724	542TW	062885	CHARLOTTE, NC	PIPER	PA-42	FATAL	194
1726	15970	091185	HOSKINS, NE	PIPER	PA-28-180	FATAL	204
1727	17340	070985	GENEVA, AL	CESSNA	150	NONE	32
1728	IFROG	071685	BATTLE CREEK, MI	CAMERON	V-77	SERIOUS	164
1728	1533S	071685	BATTLE CREEK, MI	BALLOON WORK	FIREFLY 6B	SERIOUS	166
1729	8253C	062785	AJO, AZ	PIPER	PA-28-236	NONE	46

File Order Listing - Issue No. 9, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1730	22PG	071885	EDEN PRAIRIE, MN	BEECH	BE-55	NONE	172
1731	15ES	073085	LAS VEGAS, NV	CESSNA	T210-L	MINOR	226
1732	93729	092185	LUBBOCK, TX	CESSNA	152	NONE	340
1733	2259H	090185	LITTLETON, CO	BALLOON WORK	FIREFLY 7	SERIOUS	74
1734	6317J	081185	LAKEWOOD, NJ	PIPER	PA-28-180	MINOR	216
1735	8623X	081285	GROTON, CT	ENSTROM	F-28F	MINOR	80
1736	2187F	081085	BULLFROG BASIN, UT	CESSNA	U-206	NONE	350
1737	92279	080385	QUAKERTOWN, PA	PIPER	J3C-65	NONE	264
1738	757PX	080685	ALLENTOWN, PA	CESSNA	152	NONE	266
1739	5337	062285	DEMING, NM	GRUMMAN	G-164A	NONE	222
1740	CGZSO	082185	ROCKLAKE, ND	CESSNA	152	NONE	202
1741	40296	071885	PICKENS, SC	HILLER	UH-12E	NONE	270
1742	48005	080785	LEXINGTON, NC	CESSNA	152	NONE	198
1743	9308F	092885	WINCHESTER, KY	HUGHES	269A	NONE	134
1744	5DB	090285	AIKEN, SC	BRYAN	HP-14	NONE	272
1745	61769	080885	PEACHTREE CITY, GA	CESSNA	172M	NONE	96
1746	779VM	071385	FRANKLIN, NC	PIPER	PA-28-180	NONE	196
1747	3267N	081985	CARLISLE, MS	PIPER	PA-18S	NONE	188
1748	7550D	090985	GREENFIELD, MO	BEECH	58	NONE	178
1749	100HA	072785	CHESAPEAKE, OH	AERO COMMAND	680-FP	FATAL	246
1750	29460	030385	HOUSTON, TX	CESSNA	177	SERIOUS	276
1751	7807W	031985	WHEELER, TX	PIPER	PA-28-180	NONE	280
1752	711JK	082385	WOODS CROSS, UT	MITCHELL/BED	BD-4	MINOR	352
1753	4483U	041985	ALMA, GA	CESSNA	150	MINOR	94
1754	9818K	070285	LEWISBURG, WV	STINSON	108-2	SERIOUS	386

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1755	4745B	081285	KISSIMMEE, FL	CESSNA	152	NONE	90
1755	704MH	081285	KISSIMMEE, FL	CESSNA	C-150	NONE	92
1756	5891J	071465	SCAPPOOSE, OR	BEECHCRAFT	35-C33	NONE	254
1757	69236	060685	LAS VEGAS, NV	CESSNA	150	NONE	224
1758	5C03C	012785	THREE RIVERS, MI	CESSNA	140A	NONE	162
1759	7068C	030285	BARTLESVILLE, OK	PIPER	PA-28-181	MINOR	248
1760	49512	063085	SANDY PIONT, AK	PIPER	PA-18	SERIOUS	8
1761	6101M	062085	THEODORE RIVER, AK	MAULE	M-5	FATAL	1
1762	74DJ	111685	QUINHAGAK, AK	PIPER	PA-32-300	FATAL	28
1763	4570C	061985	FAIRBANKS, AK	CESSNA	170B	NONE	2
1764	58209	093085	PRINEVILLE, OR	MITCHELL	U2	FATAL	258
1766	61788	091685	WRAY, CO	CESSNA	172 M	MINOR	76
1767	3150T	071785	STANTON, KY	CESSNA	177	NONE	130
1768	4374G	042185	UNION CITY, TN	MCCULLOCH AI	J-2	NONE	274
1769	814N	061685	VERO BEACH, FL	BOEING	B737-201	SERIOUS	82
1770	68414	110485	HUGHES, AR	CESSNA	152	NONE	42
1771	9730R	122785	COUNCIL BLUFFS, IA	BEECH	M35	NONE	102
1772	83956	121585	AURORA, MO	PIPER	PA-28RT-20	NONE	186
1773	3399X	102485	WARREN, AR	MOONEY	MK21	MINOR	40
1774	467AC	102585	OGALLALA, NE	BELLANCA	7AC	NONE	206
1775	7067P	110385	GRANDVIEW, MO	PIPER	PA-24-180	NONE	182
1776	121LR	110985	RAYMOND, MS	LONNIE W. RA	MIDGET MUS	FATAL	190
1777	6726Y	100385	SANTA BARBARA, CA	PIPER	PA-23-250	FATAL	68
1778	3643W	100885	PARADISE, CA	PIPER	PA-32-260	NONE	70
1779	26BW	110285	ELBERT, CO	BEECH	58	FATAL	78

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1780	58266	111085	WESTFIELD, MA	DORFMAN,WILL	BEDE 4/275	NONE	160
1781	1895X	090585	PLACERVILLE, CA	CESSNA	180B	MINOR	66
1782	6436G	090585	HUNTINGTON BEAC, CA	CESSNA	150K	SERIOUS	64
1783	45363	111885	JACKSONVILLE, NC	CESSNA	150M	NONE	200
1784	3339V	100985	FILLMORE, UT	BEECH	35	SERIOUS	354
1785	5661N	101285	WESTERLY, RI	MAULE	MX 7-235	NONE	268
1786	53432	100185	WINNEMUCCA, NV	CESSNA	172P	NONE	230
1787	5486D	102585	GREAT VALLEY, NY	CESSNA	172N	NONE	242
1788	50120	100685	BURTON LAKE, OR	CESSNA	150	NONE	260
1790	43794	102085	TETERBORO, NJ	PIPER	PA-28R-201	NONE	220
1791	4007W	110185	NEW YORK, NY	PIPER	PA-32-300	NONE	244
1792	45920	112485	HUNTSVILLE, AL	CESSNA	152	NONE	36
1793	7451F	101085	CHAPMAN, AL	HUGHES	269C	MINOR	34
1794	77110	100785	NEWPORT, NH	CESSNA	140	NONE	214
1795	64142	101385	VACAVILLE, CA	CESSNA	172M	MINOR	72
1796	92RC	083085	HAMILTON, NY	SWEARINGEN	226T	NONE	238
1797	5691Y	101785	LINDEN, NJ	ENSTROM	F-28C	NONE	218
1798	9861Z	100685	WEST DOVER, VT	CESSNA	C206	SERIOUS	358
1800	48987	102785	PARKERSBURG, WV	CESSNA	152	NONE	388

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 9 OF 1985 ACCIDENTS

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

     File No. - 1763      6/19/85    FAIRBANKS,AK            A/C Reg. No. N4570C           Time (Lcl) - 0754 ADT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                SUBSTANTIAL                Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                      Fire                 Crew      0        0         0         1
     Flight Conducted Under     -14 CFR 91                      NONE                Pass      0        0         0         1
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 170B                   Eng Make/Model - CONTINENTAL O-360D       ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                       Stall Warning System - YES
     Max Gross Wt   -    2200                       Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                        Rated Power     -      145 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                    ON AIRPORT
       Method         - N/A                           FAIRBANKS,AK
       Completeness   - N/A                        Destination                           Airport Data
     Basic Weather    - VMC                           FAIRBANKS,AK                          FAIRBANKS INTERNATIONAL
       Wind Dir/Speed- 070/003 KTS                                                           Runway Ident      - UNK/NR
       Visibility     -   60.0    SM               ATC/Airspace                              Runway Lth/Wid    -  3600/   50
       Lowest Sky/Clouds  -       3800 FT            Type of Flight Plan - NONE               Runway Surface    - ASPHALT
       Lowest Ceiling         -   7500 FT BROKEN     Type of Clearance   - UNK/NR             Runway Status     - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TOUCH AND GO
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     46            Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)           Biennial Flight Review               Flight Time (Hours)
        PRIVATE                            Current         - NO        Total      -     80        Last 24 Hrs - UNK/NR
        SE LAND                            Months Since   - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                           Aircraft Type  - UNK/NR     Instrument-      0         Last 90 Days-      0


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT LOST CONTROL ON LANDING AND GROUND LOOPED.  WX AND FIELD CONDITIONS NOT A FACTOR.

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Brief of Accident (Continued)

File No. - 1763 6/19/85 FAIRBANKS,AK A/C Reg. No. N4570C Time (Lcl) - 0754 ADT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRCRAFT HANDLING - IMPPOPER - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTRULLED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1761       6/20/85    THEODORE RIVER,AK          A/C Reg. No. N6101M           Time (Lcl) - 0045 ADT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                 Fatal    Serious   Minor    None
     Type of Operation          -PERSONAL                     Fire                 Crew      1         0        0        0
     Flight Conducted Under     -14 CFR 91                      NONE               Pass      0         1        0        0
     Accident Occurred During   -MANEUVERING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MAULE M-5                  Eng Make/Model - LYCOMING O-540-J2A5D     ELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2300                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                    Rated Power    -      235 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                    Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                         OFF AIRPORT/STRIP
       Method         - N/A                       THEODORE RIVER,AK
       Completeness   - N/A                     Destination                                Airport Data
     Basic Weather    - IMC                       LOCAL
       Wind Dir/Speed- 060/003 KTS                                                           Runway Ident     - N/A
       Visibility     -     1.000 SM          ATC/Airspace                                   Runway Lth/Wid   - 12000/  400
       Lowest Sky/Clouds  -        50 FT PART OBS  Type of Flight Plan - NONE                Runway Surface   - GRASS/TURF
       Lowest Ceiling        -    500 FT OBSCURED  Type of Clearance   - NONE                Runway Status    - WET
       Obstructions to Vision- FOG                 Type Apch/Lndg      - VALLEY/TERRAIN FOLLOWING
       Precipitation         - RAIN
       Condition of Light    - DUSK
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     38            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                  Current        - YES       Total      -     119        Last 24 Hrs -      1
         SE LAND                                  Months Since   - 12        Make/Model-       56        Last 30 Days-      0
                                                  Aircraft Type  - 150       Instrument-        3        Last 90 Days-     10

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT CAUGHT LEFT WING TIP WHILE TURNING TO LAND AND LOST CONTROL OF THE AIRPLANE CRASHING INTO TURG.

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Brief of Accident (Continued)

File No. - 1761   6/20/85   THEODORE RIVER,AK   A/C Reg. No. N6101M   Time (Lcl) - 0045 ADT

Occurrence #2   DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
  1. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1690 6/27/85 PORT LIONS,AK A/C Reg. No. N22AK Time (Lcl) - 2100 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER J-3/100
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2
Eng Make/Model - CONTINENTAL UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP
ELT Installed/Activated - UNK/NR
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
KODIAK,AK
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
PORT LIONS
Runway Ident - 24
Runway Lth/Wid - 2600/ 100
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING A TOUCH AND GO LANDING. THE ACFT VEERED OFF THE RWY AND CONTACTED BOULDERS. THE PLT REPORTED TO BYSTANDERS AT THE ACCIDENT SITE THAT IT HAD BEEN A LONG TIME SINCE HE HAD FLOWN AN ACFT EQUIPPED WITH HEEL BRAKES

Brief of Accident (Continued)

File No. - 1690 6/27/85 PORT LIONS,AK A/C Reg. No. N22AK Time (Lcl) - 2100 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
       File No. - 1760       6/30/85    SANDY PIONT,AK            A/C Reg. No. N49512           Time (Lcl) - 1755 ADT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                            Injuries
                                                                SUBSTANTIAL                    Fatal    Serious    Minor      None
     Type of Operation         -PERSONAL                       Fire                 Crew      0         1          0          0
     Flight Conducted Under    -14 CFR 91                       NONE                Pass      0         0          1          0
     Accident Occurred During  -MANEUVERING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-18                  Eng Make/Model - LYCOMING O-320-A2A       ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                         Stall Warning System - NO
     Max Gross Wt   -    1750                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                      Rated Power     -      150 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                    Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                         OFF AIRPORT/STRIP
       Method         - N/A                         SAND POINT,AK
       Completeness   - N/A                       Destination                               Airport Data
     Basic Weather    - VMC                         LOCAL                                      SAND POINT
       Wind Dir/Speed- CALM                                                                    Runway Ident     - N/A
       Visibility     -   15.0   SM               ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE                 Runway Surface   - N/A
       Lowest Ceiling         -  1800 FT BROKEN     Type of Clearance   - NONE                 Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -     36          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                   Current        - YES       Total      -    133        Last 24 Hrs -       1
         SE LAND,SE SEA                            Months Since   - 13        Make/Model-      33        Last 30 Days- UNK/NR
                                                   Aircraft Type  - 172       Instrument-       1        Last 90 Days-      23


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
PILOT LOST CONTROL WHILE ATTEMPTING TO DEMONSTRATE AEROBATIC FLIGHT AT LOW ALTITUDE AND CRASHED.
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Brief of Accident (Continued)

File No. - 1760 6/30/85 SANDY PIONT,AK A/C Reg. No. N49512 Time (Lcl) - 1755 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
2. ALTITUDE - IMPROPER - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
5. AEROBATICS - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1647        7/06/85    TYRONE CREEK,AK           A/C Reg. No. N38471             Time (Lcl) - 1100 ADT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                      Fatal   Serious    Minor     None
      Type of Operation         -PERSONAL                       Fire                      Crew       0        0         0         1
      Flight Conducted Under    -14 CFR 91                       NONE                     Pass       0        0         0         0
      Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER J-3                  Eng Make/Model - CONTINENTAL C85-8         ELT Installed/Activated - NO -N/A
      Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                           Stall Warning System - NO
      Max Gross Wt   -    1220                    Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                    Rated Power    -      85 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                      OFF AIRPORT/STRIP
        Method         - N/A                           LAKE LOUISE,AK
        Completeness   - N/A                        Destination                             Airport Data
      Basic Weather    - VMC                           TYPONE CREEK,AK
        Wind Dir/Speed- 050/003 KTS                                                            Runway Ident     - N/A
        Visibility     -    55.0   SM               ATC/Airspace                               Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE               Runway Surface   - GRAVEL
        Lowest Ceiling         - NONE                 Type of Clearance   - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE                  Type Apch/Lndg      - GO AROUND
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      41               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
          PRIVATE                                 Current        - YES        Total      -     700        Last 24 Hrs - UNK/NR
          SE LAND                                 Months Since   - 10         Make/Model-      40         Last 30 Days- UNK/NR
                                                  Aircraft Type  - J-3        Instrument-       0         Last 90 Days- UNK/NR


          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT DELAYED INITIATING AN ABORTED LANDING, AND THE ACFT ROLLED INTO WATER AT THE END OF THE RWY WHERE IT NOSED OVER.
------------------------------------------------------------------------------------------------------------------------
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Brief of Accident (Continued)

File No. - 1647 7/06/85 TYRONE CREEK,AK A/C Reg. No. N38471 Time (Lcl) - 1100 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. ABORTED LANDING - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1648       7/17/85    ALEXANDER LAKE,AK          A/C Reg. No. N3445Z            Time (Lcl) - 2000 ADT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                   Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation         -PERSONAL                        Fire                 Crew     0        0        0        1
      Flight Conducted Under    -14 CFR 91                        NONE                Pass     0        0        0        1
      Accident Occurred During  -TAKEOFF
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-22/20               Eng Make/Model - LYCOMING O-320-B3B      ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                        Stall Warning System - NO
      Max Gross Wt   -    2000                      Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                      Rated Power     -     160 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING        Last Departure Point                      ON AIRSTRIP
        Method        - N/A                            ALEXANDER LAKE,AK
        Completeness  - N/A                          Destination                              Airport Data
      Basic Weather   - VMC                            BIG LAKE,AK                               ALEXANDER LAKE
        Wind Dir/Speed- CALM                                                                     Runway Ident     - 28
        Visibility    -    100.0   SM              ATC/Airspace                                  Runway Lth/Wid   -  1600/   30
        Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE                   Runway Surface   - DIRT
        Lowest Ceiling         - NONE                Type of Clearance   - NONE                   Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      43           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                Current        - YES      Total       -     685        Last 24 Hrs -      1
          SE LAND                                Months Since   - 13       Make/Model-     650        Last 30 Days- UNK/NR
                                                 Aircraft Type  - PA-22    Instrument-       1        Last 90 Days-     53

          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING TAKEOFF AND THE ACFT ROLLED INTO ROUGH TERRAIN ALONG SIDE OF THE
RWY WHERE IT NOSED OVER.
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File No. - 1648 7/17/85 ALEXANDER LAKE,AK A/C Reg. No. N3445Z Time (Lcl) - 2000 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

```
File No. - 1646       8/17/85    ANCHORAGE,AK             A/C Reg. No. N3365M          Time (Lcl) - 0850 ADT
-----------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                  Injuries
                                                              SUBSTANTIAL             Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                      Fire              Crew      0        0        0        1
    Flight Conducted Under   -14 CFR 91                       NONE            Pass      0        0        0        0
    Accident Occurred During -DESCENT
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-12                Eng Make/Model - LYCOMING O-360           ELT Installed/Activated - YES/YES
    Landing Gear  - FLOAT                      Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt  -   1935                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -      2                     Rated Power    -     180 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                          Airport Proximity
    Wx Briefing      - FSS                    Last Departure Point               OFF AIRPORT/STRIP
      Method         - TELEPHONE                SAME AS ACC/INC
      Completeness   - WEATHER NOT PERTINENT   Destination                     Airport Data
    Basic Weather    - VMC                      HOMER,AK                         SAND LAKE
      Wind Dir/Speed- CALM                                                         Runway Ident     - N/A
      Visibility     -    60.0   SM          ATC/Airspace                          Runway Lth/Wid   -  3400/  140
      Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - NONE          Runway Surface   - WATER
      Lowest Ceiling      - NONE               Type of Clearance   - VFR           Runway Status    - WET
      Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
      Precipitation       - NONE
      Condition of Light  - DAYLIGHT
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -     39           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review              Flight Time (Hours)
        PRIVATE                           Current        - YES    Total       -    132        Last 24 Hrs - UNK/NR
        SE LAND,SE SEA                    Months Since   -  2     Make/Model-       45        Last 30 Days- UNK/NR
                                          Aircraft Type - UNK/NR  Instrument-        3        Last 90 Days-      58

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED SUFFICIENT ALT COULD NOT BE OBTAINED TO CLEAR TREES DURING TAKEOFF. THE ACFT STALLED AND THE RIGHT
WING CONTACTED THE WATER RESULTING IN THE ACFT CARTWHEELING. INVESTIGATION REVEALED THE ACFT WAS OVER GROSS WEIGHT AND
CG WAS BEYOND THE AFT LIMIT.
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Brief of Accident (Continued)

File No. - 1646 8/17/85 ANCHORAGE, AK A/C Reg. No. N3365M Time (Lcl) - 0850 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1645      8/18/85    WASILLA,AK            A/C Reg. No. N34656         Time (Lcl) - 1316 ADT
------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                 Injuries
                                                            SUBSTANTIAL            Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                     Fire            Crew     0        1         0        0
    Flight Conducted Under   -14 CFR 91                     NONE           Pass     0        0         0        0
    Accident Occurred During -MANEUVERING
------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - STINSON 10A             Eng Make/Model - LYCOMING O-290-D2     ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED     Number Engines -  1                      Stall Warning System - YES
    Max Gross Wt   -    1650                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      3                  Rated Power    -     135 HP
------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                     Destination                          Airport Data
    Basic Weather    - VMC                        LOCAL
      Wind Dir/Speed- CALM                                                             Runway Ident     - N/A
      Visibility     -    20.0   SM           ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE            Runway Surface   - N/A
      Lowest Ceiling        - NONE               Type of Clearance   - NONE            Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -      29          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review               Flight Time (Hours)
       STUDENT                            Current        - N/A      Total       -     79        Last 24 Hrs - UNK/NR
                                          Months Since   - N/A      Make/Model-       26        Last 30 Days- UNK/NR
                                          Aircraft Type  - N/A      Instrument-        0        Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED TREES DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION DURING AN
INITIAL TAKEOFF CLIMB. THE PLT ATTEMPTED TO LAND ON A ROAD, HOWEVER, WHEN A CAR PULLED ONTO THE ROAD, THE PLT FLEW THE
ACFT INTO TREES. ONLY A RESIDUAL AMT OF FUEL WAS FOUND REMAINING IN THE ACFT.

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Brief of Accident (Continued)

File No. - 1645 8/18/85 WASILLA,AK A/C Reg. No. N34656 Time (Lcl) - 1316 ADT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1644       8/18/85    TUTNA LAKE,AK              A/C Reg. No. N68085              Time (Lcl) - 1403 ADT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                              Injuries
     Name of Carrier           -ALASKA AIR GUIDES, INC.      DESTROYED                          Fatal    Serious    Minor     None
     Type of Operation         -NON SCHED,DOMESTIC,PAX/CARGO Fire                       Crew      1         0          0         0
     Flight Conducted Under    -14 CFR 135                   ON GROUND                  Pass      3         0          0         0
     Accident Occurred During  -MANEUVERING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - DEHAVILLAND DHC-2 MK.1        Eng Make/Model - P&W R-985-39-14B          ELT Installed/Activated - YES/NO
     Landing Gear   - FLOAT                         Number Engines -  1                           Stall Warning System - UNK/NR
     Max Gross Wt   -    5100                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                       Rated Power    -     450 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                        OFF AIRPORT/STRIP
       Method         - N/A                          ANCHORAGE,AK
       Completeness   - N/A                       Destination                               Airport Data
     Basic Weather    - VMC                          SAME AS ACC/INC
       Wind Dir/Speed- 110/012 KTS                                                             Runway Ident     - N/A
       Visibility     -    40.0   SM             ATC/Airspace                                  Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -        200 FT THIN BKN  Type of Flight Plan - COMPANY (VFR)        Runway Surface   - N/A
       Lowest Ceiling         - NONE                Type of Clearance    - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg       - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                             Age -      25              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                   Biennial Flight Review                      Flight Time (Hours)
         COMMERCIAL                                 Current        - YES       Total       -    4190        Last 24 Hrs -       8
         SE LAND,ME LAND,SE SEA                     Months Since   -  1        Make/Model-      406        Last 30 Days- UNK/NR
                                                    Aircraft Type - C-206      Instrument- UNK/NR        Last 90 Days-     290
                                                                               Multi-Eng - UNK/NR        Rotorcraft   - UNK/NR

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CRASHED ON THE SIDE OF A MOUNTAIN AT AN ELEV OF 2200 FT APRX 3 MILES FROM ITS INTENDED DESTINATION, A REMOTE
LAKE. PURPOSE OF THE FLT WAS TO DISCHARGE CARIBOU HUNTERS INTO AN AREA WHERE CARIBOU WERE SPOTTED EARLY THAT DAY.
THE ACFT WAS DESTROYED BY FIRE. INSPECTION OF THE WRECKAGE FAILED TO REVEAL A MECHANICAL FAILURE/MALFUNCTION.
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Brief of Accident (Continued)

File No. - 1644 8/18/85 TUTNA LAKE,AK A/C Reg. No. N68085 Time (Lcl) - 1403 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. IN-FLIGHT PLANNING/DECISION - POOR.- PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

   File No. - 1643      9/04/85    KODIAK,AK                A/C Reg. No. N9919D          Time (Lcl) - 0945 ADT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                  Injuries
                                                                SUBSTANTIAL              Fatal    Serious    Minor     None
     Type of Operation         -PERSONAL                      Fire                Crew     0         0         1         0
     Flight Conducted Under    -14 CFR 91                       NONE              Pass     0         0         0         0
     Accident Occurred During  -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-18                Eng Make/Model - LYCOMING O-320-A        ELT Installed/Activated - YES/YES
     Landing Gear   - FLOAT                      Number Engines -  1                         Stall Warning System - NO
     Max Gross Wt   -    1750                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                    Rated Power     -     150 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                        KODIAK,AK
       Completeness   - N/A                     Destination                          Airport Data
     Basic Weather    - VMC                        AFOGNAK ISLAND,AK
       Wind Dir/Speed- 330/015 KTS                                                      Runway Ident     - N/A
       Visibility     -    25.0   SM           ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE             Runway Surface   - N/A
       Lowest Ceiling          - NONE             Type of Clearance   - NONE             Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      50          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                               Current         - NO        Total       -    2500        Last 24 Hrs -       5
        SE LAND,ME LAND                          Months Since  - 48          Make/Model-    1000        Last 30 Days-       5
                                                 Aircraft Type - PA-18       Instrument-     100        Last 90 Days-     300
                                                                             Multi-Eng -      10

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE ENTERED A SMALL CANYON WITH A RIDGE LINE AT THE END WHICH HE WOULD HAVE TO CROSS. AS THE PLT
CONTINUED INTO THE CANYON HE HAD INSUFFICIENT ALT TO CLEAR THE RIDGE. THE ACFT STALLED AND STRUCK THE SIDE OF THE
MOUNTIAN RIDGE.
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Brief of Accident (Continued)

File No. - 1643 9/04/85 KODIAK,AK A/C Reg. No. N9919D Time (Lcl) - 0945 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. TERRAIN CONDITION - HIGH TERRAIN
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1663       9/18/85    CHUATHBALUK,AK            A/C Reg. No. N91157            Time (Lcl) - 1303 ADT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI               Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation        -POSITIONING                      Fire                   Crew     0        0        0       1
     Flight Conducted Under   -14 CFR 91                         NONE                  Pass     0        0        0       0
     Accident Occurred During -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 207                Eng Make/Model - CONTINENTAL IO-520       ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    3800                   Engine Type    - RECIP-FUEL INJECTED
     No. of Seats    -       6                   Rated Power    -    300 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing     - PATWAS                     Last Departure Point                     OFF AIRPORT/STRIP
       Method        - ACFT RADIO                   RED DEVIL,AK
       Completeness  - PARTIAL,LMTD BY PILOT       Destination                            Airport Data
     Basic Weather   - VMC                          ANIAK,AK
       Wind Dir/Speed- CALM                                                                 Runway Ident     - N/A
       Visibility    -  100.0    SM             ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -     CLEAR              Type of Flight Plan - COMPANY (VFR)       Runway Surface   - GRAVEL
       Lowest Ceiling      - NONE                 Type of Clearance   - NONE                Runway Status    - WET
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING                         WATER-CALM
       Precipitation       - NONE
       Condition of Light  - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     34            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                              Current        - YES    Total:       -   1451       Last 24 Hrs -       3
        SE LAND,ME LAND                         Months Since   - UNK/NR  Make/Model-       35       Last 30 Days- UNK/NR
                                                Aircraft Type  - C-207  Instrument-      196       Last 90 Days- UNK/NR
                                                                        Multi-Eng  -       32

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
```

THE ACFT MADE AN EMERGENCY LANDING IN A RIVER AFTER AN ENG FAILURE DUE TO FUEL EXHAUSTION. THE PLT STATED THAT HE COULD NOT DETERMINE EXACT FUEL QUANTITY PRIOR TO TAKEOFF DUE TO A BROKEN CAP ON RIGHT FUEL TANK. THE OPERATOR TOLD THE PLT TO FLY THE ACFT DESPITE HIS KNOWLEDGE OF THE BROKEN FUEL CAP AND THE UNCERTAIN FUEL QUANTITY.

Brief of Accident (Continued)

File No. - 1689 9/18/85 CHUATHBALUK,AK A/C Reg. No. N91157 Time (Lcl) - 1303 ADT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. IMPROPER DECISION,COMPANY-INDUCED PRESSURE - PILOT IN COMMAND
4. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
5. FUEL SUPPLY - INADEQUATE - COMPANY/OPERATOR MGMT
6. FUEL CONSUMPTION CALCULATIONS - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

Finding(s)
7. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board
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Brief of Accident

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     File No. - 1640      10/08/85    KING SALMON,AK           A/C Reg. No. N6198M            Time (Lcl) - 1040 ADT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious   Minor     None
      Type of Operation          -PERSONAL                      Fire                 Crew     0         0        0         1
      Flight Conducted Under     -14 CFR 91                      NONE                Pass     0         0        0         0
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - MAULE M5-235C             Eng Make/Model - LYCOMING O-540-J1A5D      ELT Installed/Activated - YES/NO
      Landing Gear   - FLOAT                     Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2300                   Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                   Rated Power     -     235 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                              Airport Proximity
      Wx Briefing      - FSS                      Last Departure Point                   OFF AIRPORT/STRIP
        Method         - ACFT RADIO                 SAME AS ACC/INC
        Completeness   - FULL                    Destination                           Airport Data
      Basic Weather    - VMC                        SAME AS ACC/INC
        Wind Dir/Speed- 150/020 KTS                                                       Runway Ident     - N/A
        Visibility     -      3.000 SM          ATC/Airspace                              Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -       1200 FT        Type of Flight Plan - NONE              Runway Surface   - N/A
        Lowest Ceiling        -    1200 FT OVERCAST  Type of Clearance  - NONE            Runway Status    - N/A
        Obstructions to Vision- UNK/NR            Type Apch/Lndg      - STRAIGHT-IN
        Precipitation         - RAIN                                    FULL STOP
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      43            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                Current       - YES       Total      -     217       Last 24 Hrs -       1
        SE LAND                                Months Since  - 24        Make/Model-      69       Last 30 Days-      13
                                               Aircraft Type - M5-235C   Instrument-       0       Last 90 Days-      21

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED HE MISJUDGED THE X-WIND AND WATER CURRENT DURING LANDING. THE ACFT FLOATS DUG INTO THE WATER AND THE
ACFT NOSED OVER AND SANK.

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File No. - 1640 10/08/85 KING SALMON,AK A/C Reg. No. N6198M Time (Lcl) - 1040 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. ALTITUDE - IMPROPER - PILOT IN COMMAND
5. FLARE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
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Brief of Accident

```
   File No. - 1642      10/26/85    SOLDOTNA,AK                A/C Reg. No. N300WC           Time (Lcl) - 1515 ADT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                     Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                    Fire                   Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                     NONE                 Pass     0        0        0        0
     Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 177               Eng Make/Model - LYCOMING O-360-A         ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2500                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                  Rated Power    -      180 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                     ON AIRSTRIP
       Method         - N/A                      SAME AS ACC/INC
       Completeness   - N/A                   Destination                            Airport Data
     Basic Weather    - VMC                      KENAI,AK                                GAEDE STRIP
       Wind Dir/Speed- VARIABLE                                                          Runway Ident     - N/A
       Visibility     -   60.0   SM           ATC/Airspace                               Runway Lth/Wid   -  2000
       Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
       Lowest Ceiling         - NONE            Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     34              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                              Current         - YES       Total       -    524        Last 24 Hrs -      0
         SE LAND                              Months Since   -  7         Make/Model-     117        Last 30 Days-      1
                                              Aircraft Type - C-177       Instrument-      69        Last 90 Days-     14


        Instrument Rating(s)   - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT DURING THE PREFLIGHT INSPECTION THE RIGHT WING TANK QUICK DRAIN WAS FROZEN AND THE FUEL STRAINER
WAS NOT WORKING CORRECTLY. AFTER CONSULTING WITH A MECHANIC, A TAKEOFF WAS PERFORMED AND THE ENG QUIT DURING INITIAL
CLIMB. THE ACFT CONTACTED TREES DURING THE EMERGENCY DESCENT. EXAMINATION OF THE FUEL SYSTEM REVEALED ICE AND SMALL
AMOUNTS OF PAINT, FOAM INSULATION, RUST AND WOOD CHIPS IN THE SYSTEM. THE PLT WAS RETURNING THE ACFT TO HOME BASE
FOLLOWING AN ANNUAL INSPECTION. EXAMINATION OF THE ENG FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

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Brief of Accident (Continued)

File No. - 1642 10/26/85 SOLDOTNA,AK A/C Reg. No. N300WC Time (Lcl) - 1515 ADT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,TANK - WATER
2. FUEL SYSTEM,LINE - CONTAMINATION
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
6. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

    File No. - 1762      11/16/85    QUINHAGAK,AK            A/C Reg. No. N74DJ           Time (Lcl) - 1920 AST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                       Injuries
     Name of Carrier           -JULIAN F. LAPAGE                DESTROYED                     Fatal    Serious    Minor     None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER   Fire                   Crew     0         0         1         0
     Flight Conducted Under    -14 CFR 135                      ON GROUND             Pass     4         1         1         0
     Accident Occurred During  -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-32-300              Eng Make/Model - LYCOMING IO-540-K1AS      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    3400                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       7                      Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                           BETHEL,AK
       Completeness   - N/A                        Destination                            Airport Data
     Basic Weather    - IMC                           QUINHAGAK,AK
       Wind Dir/Speed- CALM/VARIABLE                                                        Runway Ident      - N/A
       Visibility     -     1.000 SM              ATC/Airspace                              Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -       1000 FT SCATTERED  Type of Flight Plan  - NONE            Runway Surface    - N/A
       Lowest Ceiling       -    2000 FT OVERCAST    Type of Clearance    - NONE            Runway Status     - N/A
       Obstructions to Vision- FOG                   Type Apch/Lndg       - NONE
       Precipitation        - SNOW
       Condition of Light   - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      22              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                               Current         - YES        Total        -    1400        Last 24 Hrs -       3
         SE LAND,SE SEA                           Months Since   -  7          Make/Model-        65        Last 30 Days-      65
                                                  Aircraft Type  - DHC-2       Instrument-        30        Last 90 Days-     225
                                                                               Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT CRASHED ON THE FROZEN LEVEL TUNDRA AT NIGHT WHILE ON A PART 135 AIR TAXI FLIGHT FROM BETHEL TO QUINHAGAKI
ALASKA. THE INVESTIGATION REVEALLED THE COMMERICIAL         RATED AIR TAXI PILOT DID NOT HAVE A 135 AIR TAXI
CHECK RIDE OR COMPETENCY CHECK. THE PILOT'S CERTIFICATE PROHIBITED HIM TO CARRY PASSENGERS FOR HIRE AT NIGHT
OR MORE THAN 50 MILE CROSS COUNTRY FLIGHT. AT TIME OF THE ACCIDENT THE WEATHER WAS BELOW VFR CONDITIONS AND THE
PILOT DID NOT RECEIVE A WEATHER BRIEFING.

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Brief of Accident (Continued)

File No. - 1762   11/16/85   QUINHAGAK,AK   A/C Reg. No. N74DJ   Time (Lcl) - 1920 AST

Occurrence #1   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - NORMAL

Finding(s)
1. WEATHER CONDITION - FOG
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
5. WEATHER CONDITION - LOW CEILING
6. IN-FLIGHT PLANNING/DECISION - NOT PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. LIGHT CONDITION - DARK NIGHT
9. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE,COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
11. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT,IMPROPER TRAINING - COMPANY/OPERATOR MGMT
13. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
14. IMPROPER USE OF EQUIPMENT/AIRCRAFT,IMPROPER INITIAL TRAINING - COMPANY/OPERATOR MGMT
15. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - COMPANY/OPERATOR MGMT

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
16. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,9,11,12,13,14,15

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,7,8,10

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                              National Transportation Safety Board
                                   Washington, D.C. 20594


                                     Brief of Accident

   File No. - 1621       6/28/85    DOTHAN,AL                  A/C Reg. No. N151A              Time (Lcl) - 1020 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                    Fatal   Serious   Minor     None
    Type of Operation         -PERSONAL                       Fire                    Crew      0        1        0         0
    Flight Conducted Under    -14 CFR 91                       NONE                   Pass      0        0        0         0
    Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER J3C-65                Eng Make/Model - CONTINENTAL 0-200-A       ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -     1220                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -       65 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
      Method          - N/A                         DOTHAN,AL
      Completeness    - N/A                      Destination                            Airport Data
    Basic Weather     - VMC                         LOCAL
      Wind Dir/Speed- 100/004 KTS                                                          Runway Ident      - N/A
      Visibility      -    2.500 SM            ATC/Airspace                                Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -       800 FT           Type of Flight Plan - NONE               Runway Surface    - N/A
      Lowest Ceiling        -    800 FT BROKEN    Type of Clearance   - NONE               Runway Status     - N/A
      Obstructions to Vision- HAZE                Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      25             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                            Current       - NO        Total        -   1347       Last 24 Hrs -       1
        SE LAND                               Months Since  - UNK/NR    Make/Model-       33        Last 30 Days-      40
        HELICOPTER                            Aircraft Type - UNK/NR    Instrument-       48        Last 90 Days-     132
                                                                        Multi-Eng -        2        Rotorcraft   -   1168

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
A WITNESS RELATED THAT SHE OBSERVED THE ACFT FLYING LOW OVER FIELDS AND TREES. SHE LOST SIGHT OF THE ACFT AS IT WENT
AROUND A BEND IN THE ROAD. WHEN SHE ROUNDED THE CURVE SHE SAW THE ACFT NOSE DOWN IN A FIELD WITH THE TAIL POINTED
VIRTUALLY STRAIGHT UP. THE PLT SAID THAT HE REMEMBERS NOTHING OF THE ACCIDENT SEQUENCE. ACCORDING TO THE PLT THE LAST
THING HE REMEMBERS IS FLYING STRAIGHT AND LEVEL AT 90 MPH AT 1000 FT AGL.
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File No. - 1621 6/28/85 DOTHAN,AL A/C Reg. No. N151A Time (Lcl) - 1020 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. BUZZING - PERFORMED - PILOT IN COMMAND
2. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 1727       7/09/85    GENEVA,AL                 A/C Reg. No. N1734Q          Time (Lcl) - 1855 CDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation         -INSTRUCTIONAL                  Fire                  Crew     0        0        0        2
     Flight Conducted Under    -14 CFR 91                       NONE                 Pass     0        0        0        0
     Accident Occurred During  -TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150                 Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1600                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                    Rated Power    -     100 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                       GENEVA,AL
       Completeness   - N/A                    Destination                             Airport Data
     Basic Weather    - VMC                       LOCAL                                  GENEVA MUNI
       Wind Dir/Speed- UNK/NR                                                            Runway Ident     - N/A
       Visibility     -     7.0   SM          ATC/Airspace                               Runway Lth/Wid  -  4000/  100
       Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE               Runway Surface  - ASPHALT
       Lowest Ceiling         - NONE            Type of Clearance   - NONE               Runway Status   - DRY
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     64            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                             Current        - UNK/NR    Total     -     6000        Last 24 Hrs - UNK/NR
        SE LAND                                Months Since   - UNK/NR    Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR    Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
DURING INSTRUCTIONAL FLIGHT ACFT COLLIDED WITH TREES AFTER TAKEOFF. INSTRUCTOR SAID FLAPS WOULD NOT RETRACT WHILE IN
GO AROUND. ACFT OWNER TOLD FAA INSPECTOR INSTRUCTOR TOLD HIM FLAPS WOULD NOT RETRACT AFTER FINAL LANDING. FUSE WAS
THEN REPLACED WITH NO EFFECT. INSTRUCTOR WITH STUDENT THEN TAXIED TO THE RUNWAY AND MADE FULL FLAP TAKEOFF ON
90'F DAY.
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Brief of Accident (Continued)

File No. - 1727 7/09/85 GENEVA,AL A/C Reg. No. N1734Q Time (Lcl) - 1855 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. FLT CONTROL SYST,WING FLAP CONTROL - INOPERATIVE
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
3. FLT CONTROL SYST,WING FLAP CONTROL - UNDETERMINED
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND(CFI)
5. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
6. RAISING OF FLAPS - NOT ATTAINED - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
7. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
8. STALL/MUSH - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 7,8

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                             National Transportation Safety Board
                                  Washington, D.C. 20594



                                     Brief of Accident

   File No. - 1793      10/10/85    CHAPMAN,AL              A/C Reg. No. N7451F          Time (Lcl) - 1515 CDT
-------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-EXTERNAL LOAD                Aircraft Damage                      Injuries
                                                             DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation           -AERIAL APPLICATION          Fire              Crew      0        0        1        0
    Flight Conducted Under      -14 CFR 133                  NONE              Pass      0        0        1        0
    Accident Occurred During    -TAKEOFF
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HUGHES 269C                   Eng Make/Model - LYCOMING HIO-360 SER     ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID,                         Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    1670                       Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       3                       Rated Power    -      190 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                               Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                    OFF AIRPORT/STRIP
      Method          - N/A                          CHAPMAN,AL
      Completeness    - N/A                       Destination                          Airport Data
    Basic Weather     - VMC                          LOCAL
      Wind Dir/Speed- 350/060 KTS                                                         Runway Ident      - N/A
      Visibility      -      7.0   SM            ATC/Airspace                             Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan - NONE             Runway Surface    - N/A
      Lowest Ceiling          - NONE               Type of Clearance   - NONE             Runway Status     - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -      28              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL,CFI                       Current       - NO       Total       -    3167         Last 24 Hrs - UNK/NR
        SE LAND                              Months Since  - 12       Make/Model-    1500         Last 30 Days- UNK/NR
        HELICOPTER                           Aircraft Type - UNK/NR   Instrument-      73         Last 90 Days-     114
                                                                                                  Rotorcraft   -    3131

        Instrument Rating(s)  - HELICOPTER
-------------------------------------------------------------------------------------------------------------
----Narrative----
DURING AN ATTEMPTED TAKEOFF FROM A FIELD ADJACENT TO A GROVE OF TREES THE AIRCRAFT WAS UNABLE TO CLIMB OVER THE
TREES AND CRASHED INTO THEM. THE ENGINE WAS TEST RUN AND ALTHOUGH IT RAN ROUGH DURING INITIAL START UP IT LATER
OPERATED NORMALLY AND THE REASON FOR THE INITIAL PROBLEM WASNOT DETERMINED. NEITHER THE PILOT NOR PASSENGER
INDICATED THAT THE AIRCRAFT SUFFERED A LOSS OF POWER DURING TAKEOFF.

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File No. - 1793 10/10/85 CHAPMAN,AL A/C Reg. No. N7451F Time (Lcl) - 1515 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. OBJECT - TREE(S)
2. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - EXCEEDED
3. PROCEDURES/DIRECTIVES - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. AIRCRAFT PREFLIGHT - IMPROPER USE OF - PILOT IN COMMAND
6. CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6

Factor(s) relating to this accident is/are finding(s) 1

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                        National Transportation Safety Board
                             Washington, D.C. 20594



                                Brief of Accident

    File No. - 1792      11/24/85    HUNTSVILLE,AL             A/C Reg. No. N45920            Time (Lcl) - 1700 CST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation           -PERSONAL                       Fire                    Crew     0        0        0        1
    Flight Conducted Under      -14 CFR 91                       NONE                   Pass     0        0        0        0
    Accident Occurred During    -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                   Eng Make/Model - LYCOMING O-235L2C          ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                             Stall Warning System - YES
    Max Gross Wt   -    1670                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                      Rated Power     -     110 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                        OFF AIRPORT/STRIP
      Method         - N/A                          CROSS CITY,FL
      Completeness   - N/A                       Destination                               Airport Data
    Basic Weather    - VMC                          HUNTSVILLE,AL                               HUNTSVILLE
      Wind Dir/Speed- 070/005 KTS                                                               Runway Ident      - N/A
      Visibility      -    10.0    SM            ATC/Airspace                                   Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      5500 FT SCATTERED  Type of Flight Plan - NONE                   Runway Surface    - GRASS/TURF
      Lowest Ceiling        -   9000 FT OVERCAST   Type of Clearance   - NONE                   Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - STRAIGHT-IN
      Precipitation         - NONE                                       FULL STOP
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     51         Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                 Current        - YES      Total        -   1488         Last 24 Hrs -      5
        SE LAND,ME LAND                         Months Since   -  3       Make/Model-      150          Last 30 Days-      6
                                                Aircraft Type - UNK/NR    Instrument-        0          Last 90 Days-     10
                                                                          Multi-Eng -      166

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A CROSS COUNTRY FLIGHT  THE PILOT ELECTED NOT TO REFUEL AT HIS PROPOSED REFUELING POINT AND CONTINUED TO ANOTHER
AIRPORT. WHILE ON A VISUAL APPROACH TO THE RUNWAY, THE AIRCRAFT LOST POWER DUE TO FUEL EXHAUSTION.

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                                          Brief of Accident (Continued)

      File No. - 1792       11/24/85    HUNTSVILLE,AL              A/C Reg. No. N45920             Time (Lcl) - 1700 CST
-------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
  1. FLUID,FUEL - EXHAUSTION
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
-------------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  4. TERRAIN CONDITION - GROUND
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1
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                         National Transportation Safety Board
                                Washington, D.C. 2059#



                                   Brief of Accident

     File No. - 1666        8/10/85    MOSCOW,AR                  A/C Reg. No. N9060P            Time (Lcl) - 1830 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                DESTROYED                       Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                      Crew     1        0        0        0
     Flight Conducted Under     -14 CFR 91                      ON GROUND                Pass     1        0        0        0
     Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - PIPER PA-18-150             Eng Make/Model - LYCOMING O-320-A2B      ELT Installed/Activated - UNK/NR
     Landing Gear    - TAILWHEEL-ALL FIXED         Number Engines -  1                         Stall Warning System - NO
     Max Gross Wt    -    1750                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       2                     Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                   Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                        OFF AIRPORT/STRIP
       Method          - N/A                         PINE BLUFF,AR
       Completeness    - N/A                      Destination                              Airport Data
     Basic Weather     - VMC                         SAME AS ACC/INC
       Wind Dir/Speed- 080/005 KTS                                                            Runway Ident     - N/A
       Visibility      -     7.0    SM            ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling         - NONE                 Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     [illegible]        Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                 Current        - YES        Total       -    488      Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since   - 19         Make/Model-     237      Last 30 Days-      15
                                                Aircraft Type  - PA-18      Instrument-       0      Last 90 Days-      46
                                                                            Multi-Eng -      21

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
WITNESSES SAW THREE ACFT IN A LOOSE TRAIL FORMATION AT LOW ALT NEAR THE PLT'S PVT FARM STRIP. THE LAST ACFT IN THE
TRAIL POSITION (N9060P) BROKE OFF TO THE LEFT AND MADE A STEEP PULL UP. AFTER A SHORT CLIMB, THE NOSE OF THE ACFT
DROPPED AND THE ACFT DOVE TO THE GROUND. THE ACFT IMPACTED IN A NOSE LOW ATTITUDE. POST ACCIDENT EXAMINATION OF THE
AIRFRAME AND ENG FAILED TO DISCLOSE ANY PREIMPACT FAILURE/MALFUNCTION.

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File No. - 1666 8/10/85 MOSCOW,AR A/C Reg. No. N9060P Time (Lcl) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. PULL-UP - PERFORMED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                       Brief of Accident

   File No. - 1773      10/24/85    WARREN,AR                  A/C Reg. No. N3399X           Time (Lcl) - 2150 CDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                    Fatal    Serious    Minor      None
     Type of Operation          -BUSINESS                       Fire                     Crew     0         0         1          0
     Flight Conducted Under     -14 CFR 91                       NONE                    Pass     0         0         0          0
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MOONEY MK21                   Eng Make/Model - LYCOMING IO360 AIA       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2250                       Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       4                       Rated Power    -     180 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                Airport Proximity
     Wx Briefing      - FSS                          Last Departure Point                     OFF AIRPORT/STRIP
       Method         - IN PERSON                      BIRMINGHAM,AL
       Completeness   - FULL                        Destination                             Airport Data
     Basic Weather    - VMC                            FORTH WORTH,TX
       Wind Dir/Speed- CALM                                                                    Runway Ident      - N/A
       Visibility     -      5.0    SM              ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR                 Type of Flight Plan - IFR                Runway Surface    - DIRT
       Lowest Ceiling          - NONE                 Type of Clearance   - IFR                Runway Status     - WET
       Obstructions to Vision- HAZE                   Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -      50          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                   Current        - YES       Total      -   1105         Last 24 Hrs -       3
         SE LAND                                   Months Since   - UNK/NR    Make/Model-     540         Last 30 Days- UNK/NR
                                                   Aircraft Type  - M20E      Instrument-     119         Last 90 Days-      44


         Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
AT CRUISE LEVEL FLT THE PLT RPTD A MALFUNCTIONING ENGINE. THE PLT WAS CLEARED TO DESCEND TO AN AIRPORT IN THE
VICINITY. THE PRECAUTIONARY LANDING WAS INITIATED DUE TO AN OIL PRESSURE DECLINE. APPROACHING FOR THE LANDING
THE PLT RPTD THE ENGINE COMPLETELY QUIT WHICH MADE A LANDINGAT THE AIRPORT IMPOSSIBLE. A TEARDOWN INSPECTION
OF THE ENGINE REVEALED THAT THE NUMBER 1 CONNECTING ROD WAS BROKEN WITH SIGNS OF EXTREME OVER HEATING TO THE POINT OF
MELTING AND PERFORMING THE CONNECTING ROD AND CAP. THE ROD BEARING WAS SEVERELY WORN TO A POINT OF BEING PAPER
THIN. THE OIL JOURNAL WAS CLOGGED WITH METAL DEBRIS. THE LACK OF LUBRICATION WAS CONFINED TO THIS CYLINDER.
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Brief of Accident (Continued)

File No. - 1773 10/24/85 WARREN,AR A/C Reg. No. N3399X Time (Lcl) - 2150 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE INSTRUMENTS,OIL PRESSURE GAGE - PRESSURE TOO LOW
2. LUBRICATING SYSTEM - FAILURE,PARTIAL

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)
3. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL
4. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
5. FLUID,OIL - STARVATION

Occurrence #3 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation

Finding(s)
6. TERRAIN CONDITION - GROUND
7. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 6

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                    National Transportation Safety Board
                          Washington, D.C. 20594



                               Brief of Accident

  File No. - 1770      11/04/85    HUGHES,AR                A/C Reg. No. N68414            Time (Lcl) - 1530 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                 Fire               Crew     0        0        0        2
    Flight Conducted Under     -14 CFR 91                      NONE               Pass     0        0        0        0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                Eng Make/Model - LYCOMING O-235 SERIES     ELT Installed/Activated   YES/NO
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    1670                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                    Rated Power     -     115 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing        - FSS                      Last Departure Point                       OFF AIRPORT/STRIP
      Method           - TELETYPE                   LITTLE ROCK,AR
      Completeness     - WEATHER NOT PERTINENT     Destination                              Airport Data
    Basic Weather    - VMC                          MEMPHIS,TN
      Wind Dir/Speed- 330/011 KTS                                                            Runway Ident      - N/A
      Visibility     -    15.0   SM              ATC/Airspace                                Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan  - VFR                Runway Surface    - GRASS/TURF
      Lowest Ceiling          - NONE               Type of Clearance    - VFR                Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg       - FORCED LANDING
      Precipitation           - NONE
     Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      32          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
       ATP,CFI                                 Current        - YES       Total        -   2250        Last 24 Hrs -       3
       SE LAND,ME LAND                         Months Since   - UNK/NR    Make/Model-    1500        Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR    Instrument-     220        Last 90 Days-      60
                                                                          Multi-Eng -     750

       Instrument Rating(s)   - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE TRAINING FLT PROGRESSED NORMALLY UNTIL A LOSS OF PWR FORCED THE STUDENT PILOT AND INSTRUCTOR TO MAKE A FORCED
LANDING TO A PLOWED FIELD SHORT OF THERI DESTINATION AIRPORT. THE SUBSEQUENT LANDING SUBSTAINTIALLY DAMAGED THEIR
AIRCRAFT. AN ENGINE INSPECTION REVEALED THAT THE 2554 HOUR  ENGINE SUSTAINED A FAILURE OF THE NO. 1 CYLINDER ROD
CAP BOLT. THE ROD BOLT DID NOT EXHIBIT ANY PRE-EXISTING CRAC KS. THE ENGINE WAS EXAMINED 32 HOURS PRIOR TO THE
FAILURE DURING AN ANNUAL INSP. THE MANUFACTURERS RECOMMENDED TIME BETWEEN OVERHAUL WAS EXCEEDED BY 554 HOURS.

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                                  Brief of Accident (Continued)

    File No. - 1770     11/04/65    HUGHES,AR                 A/C Reg. No. N68414           Time (Lcl) - 1530 CST
-----------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation     CRUISE - NORMAL

Finding(s)
  1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
  2.   MAINTENANCE,MAJOR REPAIR - DELAYED - OTHER MAINTENANCE PSNL
-----------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     CRUISE - NORMAL
-----------------------------------------------------------------------------------------------------------------

Occurrence #3          NOSE OVER
Phase of Operation     LANDING - ROLL

Finding(s)
  3. TERRAIN CONDITION - NONE SUITABLE
-----------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3
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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1625      6/23/85    GLENDALE,AZ               A/C Reg. No. N17RM             Time (Lcl) - 0700 MST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                 DESTROYED                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                       Fire               Crew      0          1         0         0
     Flight Conducted Under     -14 CFR 91                       NONE              Pass      0          1         0         0
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - STARDUSTER II               Eng Make/Model - LYCOMING IO-360-A1        ELT Installed/Activated - YES-UNK/NR
     Landing Gear  - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - UNK/NR
     Max Gross Wt  -    1100                     Engine Type     - RECIP-FUEL INJECTED
     No. of Seats  -      1                      Rated Power     -     180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                        GLENDALE,AZ
       Completeness   - N/A                     Destination                              Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC                          GLENDAL MUNICIPAL
       Wind Dir/Speed- VARIABLE                                                             Runway Ident    - 17
       Visibility    -    30.0   SM            ATC/Airspace                                 Runway Lth/Wid  -  2400/   50
       Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE                 Runway Surface  - ASPHALT
       Lowest Ceiling         - NONE             Type of Clearance   - NONE                 Runway Status   - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                   FULL STOP
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      40            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,ATP,CFI                   Current        - YES      Total      -   4137         Last 24 Hrs -       1
        SE LAND,ME LAND                      Months Since  -  8        Make/Model-     11          Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR    Instrument-    182          Last 90 Days-      11
                                                                       Multi-Eng -    615

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT CROSSED THE ARPT AT MIDFIELD AND MADE A LEFT TURN FOR A CLOSE IN DOWNWIND. WITNESSES ESTIMATED THAT HE MADE A
180 DEG DESCENDING TURN TO FINAL. WHILE ON FINAL THE PLT OBSERVED ANOTHER ACFT WHICH WAS ALREADY ON FINAL SLIGHTLY AHEAD
AND SLIGHTLY BELOW HIS ACFT. THE PLT PERFORMED A HARD PULL UP TO AVOID THE OTHER ACFT AND ALLOWED HIS ACFT TO STALL
WITHOUT SUFFICIENT ALT TO EFFECT RECOVERY BEFORE GROUND IMPACT OCCURRED.

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Brief of Accident (Continued)

File No. - 1625   6/23/85   GLENDALE,AZ   A/C Reg. No. N17RM   Time (Lcl) - 0700 MST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

     File No. - 1729      6/27/85    AJO,AZ                  A/C Reg. No. N8253C          Time (Lcl) - 1150 MST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                      Injuries
     Name of Carrier           -HUDGIN AIR SERVICE           DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED.DOMESTIC,PASSENGER Fire               Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 135                   ON GROUND          Pass      0        0        0        2
     Accident Occurred During  -STANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-236          Eng Make/Model - LYCOMING O-540-J3A5D    ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    1610                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                  Rated Power    -     235 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                              Airport Proximity
     Wx Briefing      - FSS                   Last Departure Point                   ON AIRPORT
       Method         - TELEPHONE               UNK/NR
       Completeness   - WEATHER NOT PERTINENT  Destination                          Airport Data
     Basic Weather    - VMC                      TUCSON,AZ                             AJO
       Wind Dir/Speed- CALM                                                            Runway Ident     - UNK/NR
       Visibility     -    50.0   SM        ATC/Airspace                               Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -     CLEAR         Type of Flight Plan - VFR                Runway Surface   - UNK/NR
       Lowest Ceiling         - NONE          Type of Clearance   - NONE               Runway Status    - UNK/NR
       Obstructions to Vision- NONE           Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      54             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
         ATP                                 Current         - YES      Total       -    7222       Last 24 Hrs -       1
         SE LAND,ME LAND                     Months Since  -  3         Make/Model-        50       Last 30 Days-      71
                                             Aircraft Type - PA-28-1    Instrument-      891       Last 90 Days-     167
                                                                        Multi-Eng -     2311       Rotorcraft   - UNK/NR

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ATTEMPTING TO START THE ENGINE FOR A PLANNED AIR TAXI FLIGHT UNDER CONDITIONS INCLUDING AN OUTSIDE AIR
TEMP OF 118 DEGS F, A FIRE ERUPTED IN THE ENGINE COMPARTMENT. THE OCCUPANTS SAFETY EVACUATED THE ACFT & HAD TO
WALK 1/4 OF A MILE TO OBTAIN ASSISTANCE. 15 MIN LATER FIRE TRUCKS FROM THE VOLUNTEER FIRE DEPT. ARRIVED ON SCENE
& EXTINGUISHED THE FIRE. THE ACFT WAS VIRTUALLY CONSUMED BY THE FIRE, & THE FUEL FED FIRE'S POINT OF ORIGIN IN
THE ENGINE COMPARTMENT WAS NOT ASCERTAINED.

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Brief of Accident (Continued)

File No. - 1729 6/27/85 AJO,AZ A/C Reg. No. N8253C Time (Lcl) - 1150 MST

Occurrence FIRE
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)
1. FLUID,FUEL - LEAK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1698 5/19/85 COALINGA,CA A/C Reg. No. N6927P Time (Lcl) - 1140 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

----Aircraft Information----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4
Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LAS VEGAS,NV
Destination
COALINGA,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data
HARRIS AGROWEST
Runway Ident - UNK/NR
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 450
Make/Model- 450
Instrument- 7
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 30

Instrument Rating(s) - NONE

----Narrative----

THE PLT MISTAKENLY LANDED ON A PVT AIRSTRIP AND DURING A X-WIND LANDING MADE A GO AROUND DUE TO A GUST OF WIND. THE ACFT STRUCK A DIRT BERM WITH THE RIGHT WING AND THE RIGHT MAIN GEAR.

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Brief of Accident (Continued)

File No. - 1698 5/19/85 COALINGA,CA A/C Reg. No. N6927P Time (Lcl) - 1140 PDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
1. TERRAIN CONDITION - DIRT BANK
2. LANDED AT WRONG AIRPORT - - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                          National Transportation Safety Board
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                                  Brief of Accident

    File No. - 1627        6/12/85    GARBERVILLE,CA            A/C Reg. No. N12355            Time (Lcl) - 1635 PDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                   Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                      Fire                   Crew      0         0         0         1
      Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0         0         0         3
      Accident Occurred During   -TAKEOFF
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 172M               Eng Make/Model - LYCOMING O-320-E2D         ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                            Stall Warning System - YES
      Max Gross Wt   -    2150                   Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                   Rated Power     -      150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                Airport Proximity
      Wx Briefing        - NO RECORD OF BRIEFING   Last Departure Point                    ON AIRPORT
        Method           - N/A                       SAME AS ACC/INC
        Completeness     - N/A                    Destination                             Airport Data
      Basic Weather      - VMC                       WILLITS,CA                              BIG FLAT
        Wind Dir/Speed- 315/015 KTS                                                          Runway Ident      - 27
        Visibility     -    15.0    SM            ATC/Airspace                               Runway Lth/Wid    -  2500
        Lowest Sky/Clouds  -      CLEAR             Type of Flight Plan - NONE               Runway Surface    - GRAVEL
        Lowest Ceiling          - NONE              Type of Clearance   - NONE               Runway Status     - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      30            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
          PRIVATE                              Current          - YES      Total      -     100         Last 24 Hrs - UNK/NR
          SE LAND                              Months Since   -  4         Make/Model-      40         Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR      Instrument-       2         Last 90 Days-      40


          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT TOOK OFF IN A RIGHT QUARTERING X-WIND OF ABOUT 45 DEGS AT 15 KTS WITH GUSTS TO 20 KTS. THERE WERE FOUR PERSONS
AND 30 GALS OF FUEL ON BOARD. THE RWY WAS 2500 FT IN LENGTH. THE PLT STATED THAT IMMEDIATELY AFTER LIFTOFF A GUST OF
WIND PUSHED THE ACFT OFF THE LEFT SIDE OF THE RWY. THE ACFT WAS STILL LOW ENOUGH TO THE GROUND THAT ITS LANDING GEAR AND
HORIZONTAL STABILIZER CONTACTED A MOUND OF DIRT WHICH WAS 2 TO 3 FT HIGH. THIS CONTACT SUBSEQUENTLY DAMAGED THE ACFT
WHICH CONTINUED FLT TO IT'S PREPLANNED DESTINATION BEFORE LANDING.

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Brief of Accident (Continued)

File No. - 1627 6/12/85 GARBERVILLE,CA A/C Reg. No. N12385 Time (Lcl) - 1635 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                                  Brief of Accident
      File No. - 1628      6/14/85    FREMONT,CA               A/C Reg. No. N4932P           Time (Lcl) - 0915 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                  SUBSTANTIAL                   Fatal   Serious   Minor    None
      Type of Operation        -INSTRUCTIONAL                    Fire                  Crew       0        0        0        2
      Flight Conducted Under   -14 CFR 91                         UNK/NR               Pass       0        0        0        0
      Accident Occurred During -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - CESSNA 152II              Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
      Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt  -    1670                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -       2                   Rated Power    -     110 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                               Airport Proximity
      Wx Briefing    - NO RECORD OF BRIEFING    Last Departure Point                    ON AIRPORT
        Method       - N/A                        FREMONT,CA
        Completeness - N/A                     Destination                            Airport Data
      Basic Weather  - VMC                        SAN CARLOS,CA                         FREMONT
        Wind Dir/Speed- 315/002 KTS                                                     Runway Ident     - 31
        Visibility    -   20.0   SM           A.C/Airspace                              Runway Lth/Wid   -  2300/   40
        Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - NONE              Runway Surface   - ASPHALT
        Lowest Ceiling       - NONE             Type of Clearance   - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE            Type Apch/Lndg      - NONE
        Precipitation        - NONE
        Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     65          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         ATP,CFI                              Current       - YES        Total      -   4675       Last 24 Hrs -       3
         SE LAND,ME LAND                      Months Since  - 14         Make/Model-   1600       Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-    333       Last 90 Days-     132
                                                                         Multi-Eng -    229

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED THE TERRAIN AFTER DRAGGING A WING DURING AN ATTEMPTED SOFT FLD TAKEOFF. THE STUDENT PLT REPORTED
THE ACFT VEERED RIGHT ON TAKEOFF AND THE LEFT WING DROPPED. THE ACFT THEN TURNED 45 DEGS TO THE LEFT AND THE WING
CONTACTED THE TERRAIN AND THE NOSE GEAR COLLAPSED. THE CFI REPORTED BOTH SHE AND THE STUDENT WERE ATTEMPTING TO OPERATE
THE FLT CONTROLS DURING THE ACCIDENT SEQUENCE. NO FLT CONTROL FAILURE/MALFUNCTION WAS FOUND.

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Brief of Accident (Continued)

File No. - 1628 6/14/85 FREMONT,CA A/C Reg. No. N4932P Time (Lcl) - 0915 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
3. CONTROL INTERFERENCE - INADVERTENT - DUAL STUDENT
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1626   6/15/85   HEALDSBURG,CA   A/C Reg. No. N6721H   Time (Lcl) - 1700 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HAWTHORNE,CA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
HEALDSBURG MUNICIPAL
Runway Ident - 31
Runway Lth/Wid - 3000/ 35
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 715
Make/Model- 691
Instrument- 9

Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT STATED HIS APCH WAS NORMAL BUT WHEN REACHING THE RWY THRESHOLD, THE DESCENT SEEMED TO STOP. THERE WAS A REPORTED HEADWIND OF 30 KTS. HE THEN APPLIED FULL FLAPS. SECONDS LATER LIFT WAS LOST AND THE PLT APPLIED FULL PWR FOR A GO AROUND. THE ACFT TOUCHED DOWN AND BOUNCED. THE PLT STATED A GUST OF X-WIND CAUGHT THE ACFT AND IT WINDMILLED OFF THE RUNWAY, DOWN AN EMBANKMENT AND INTO A GULLY WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 1626 6/15/85 HEALDSBURG,CA A/C Reg. No. N6721P Time (Lcl) - 1700 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING

Finding(s)
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

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                               National Transportation Safety Board
                                    Washington, D.C. 20594



                                       Brief of Accident

    File No. - 1659      6/16/85    VAN NUYS,CA                A/C Reg. No. N30738            Time (Lcl) - 1421 PDT
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                  Crew    0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass    0        0        0        0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER J3C-65              Eng Make/Model - CONTINENTAL C-85          ELT Installed/Activated - NO -N/A
    Landing Gear    - TAILWHEEL-ALL FIXED       Number Engines -  1                           Stall Warning System - UNK/NR
    Max Gross Wt    -     1220                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -        2                  Rated Power    -       85 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                    Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                         OFF AIRPORT/STRIP
      Method          - N/A                        SAME AS ACC/INC
      Completeness    - N/A                     Destination                                Airport Data
    Basic Weather     - VMC                        SAME AS ACC/INC                            VAN NUYS
      Wind Dir/Speed- 110/004 KTS                                                             Runway Ident      - N/A
      Visibility     -      7.0   SM           ATC/Airspace                                   Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      20000 FT         Type of Flight Plan - NONE                   Runway Surface    - N/A
      Lowest Ceiling        - 20000 FT BROKEN    Type of Clearance   - VFR                    Runway Status     - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     63             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                   Flight Time (Hours)
          PRIVATE                              Current        - UNK/NR     Total       -    605        Last 24 Hrs -       0
          SE LAND                              Months Since   - UNK/NR     Make/Model-      73        Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR     Instrument-      65        Last 90 Days-      22
                                                                           Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
AN ENG FAILUE WAS EXPERIENCED WHILE ON FINAL APCH TO RWY 16R AND THE PLT ELECTED TO MAKE THE FORCED LANDING ON A SOD
FARM NEAR THE APPT. HE STATED HE HAD PLENTY OF ALT TO REACH THE SELECTED TOUCHDOWN POINT, BUT HE MADE A SLIGHT LEFT
TURN TO AVOID LARGE TREES. HE DID NOT SEE A STREET LIGHT WHICH WAS NOW IN HIS APCH PATH. THE ACFT CONTACTED THE LIGHT
AND COLLIDED WITH THE TERRAIN SHORT OF THE PLANNED TOUCHDOWN POINT. THE CAUSE OF THE REPORTED ENG FAILURE WAS NOT
DETERMINED.

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Brief of Accident (Continued)

File No. - 1659 6/16/85 VAN NUYS,CA A/C Reg. No. N30738 Time (Lcl) - 1421 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. OBJECT - UTILITY POLE
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1624 6/20/85 FILMORE,CA A/C Reg. No. N24338 Time (Lcl) - 1950 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SANTA PAULA,CA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 82
Make/Model- 41
Instrument- 3
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - NONE

----Narrative----

THE PLT FLEW INTO A CANYON WITH THE INTENTION OF TURNING AROUND TO BACK OUT. HE THEN DECIDED THE CANYON WAS TOO NARROW FOR A 180 DEGREE TURN. HE CONTINUED FLYING UP THE CANYON WHILE ATTEMPTING TO GAIN ALT, HOWEVER, THE RISING TERRAIN EXCEEDED THE ACFT'S CLIMB PERFORMANCE CAPABILITY. ONCE REALIZING THE TERRAIN COULD NOT BE CLEARED, THE PLT FLARED THE ACFT ON THE MOUNTAIN AND THE ACFT SUBSEQUENTLY NOSED OVER.

File No. - 1624 6/20/85 FILMORE,CA A/C Reg. No. N24338 Time (Lcl) - 1950 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. TERRAIN CONDITION - RISING
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 1723       9/04/85    JULIAN,CA                  A/C Reg. No. N421GS            Time (Lcl) - 1030 PDT
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                     Injuries
                                                              SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation           -PERSONAL                    Fire               Crew     0        0        0       1
    Flight Conducted Under      -14 CFR 91                    NONE              Pass     0        0        0       3
    Accident Occurred During    -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-28-161              Eng Make/Model  - LYCOMING O-320-D3G       ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-FIXED               Number Engines  -  1                          Stall Warning System - YES
    Max Gross Wt    -    2325                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -     4                        Rated Power     -    160 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                          EL CAJON,CA
      Completeness   - N/A                        Destination                            Airport Data
    Basic Weather    - IMC                          UNK/NR
      Wind Dir/Speed-  007 KTS                                                             Runway Ident     - N/A
      Visibility     - UNK/NR                   ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     UNK/NR             Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling        -   100 FT OVERCAST   Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- UNK/NR              Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     24                  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                        Flight Time (Hours)
       STUDENT                                 Current        - N/A         Total       - UNK/NR        Last 24 Hrs - UNK/NR
                                               Months Since   - N/A         Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                               Aircraft Type  - N/A         Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

       Instrument Rating(s)  - NONE
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----Narrative----
THE ACFT COLLIDED WITH RISING TERRAIN ON A LOCAL FLT. THE PAX INDICATED THAT THE PLT WAS FLYING BELOW THE CLOUDS AND
CAME TOO CLOSE TO THE MTN TO AVOID THE COLLISION.

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Brief of Accident (Continued)

File No. - 1723 9/04/85 JULIAN,CA A/C Reg. No. N421GS Time (Lcl) - 1030 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. VFR FLIGHT INTO IMC - DISREGARDED - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
8. TERRAIN CONDITION - HIGH TERRAIN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7

Factor(s) relating to this accident is/are finding(s) 1,4,6,8

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                          National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

   File No. - 1722      9/04/85    SAN JOSE,CA              A/C Reg. No. N4597Q           Time (Lcl) - 1551 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage                          Injuries
                                                             SUBSTANTIAL                   Fatal    Serious    Minor     None
   Type of Operation        -BUSINESS                       Fire                  Crew       0         0         0         1
   Flight Conducted Under   -14 CFR 91                       NONE                 Pass       0         0         0         0
   Accident Occurred During -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft information----
   Make/Model     - CESSNA 402A                     Eng Make/Model - CONTINENTAL TSIO-520-E8   ELT Installed/Activated - YES/YES
   Landing Gear   - TRICYCLE-RETRACTABLE            Number Engines -  2                           Stall Warning System - YES
   Max Gross Wt   -    6300                         Engine Type    - RECIP-FUEL INJECTED
   No. of Seats   -       9                         Rated Power    -     300 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                 Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING         Last Departure Point                      ON AIRPORT
    Method          - N/A                            SAN CARLOS,CA
    Completeness    - N/A                          Destination                              Airport Data
   Basic Weather    - VMC                            SAME AS ACC/INC                          REID HILLVIEW
    Wind Dir/Speed- 230/010 KTS                                                               Runway Ident     - 31R
    Visibility     -    25.0   SM                 ATC/Airspace                                Runway Lth/Wid   -  3101/   75
    Lowest Sky/Clouds  -     4000 FT SCATTERED     Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
    Lowest Ceiling         - NONE                  Type of Clearance   - NONE                 Runway Status    - DRY
    Obstructions to Vision- NONE                   Type Apch/Lndg      - TRAFFIC PATTERN
    Precipitation          - NONE                                        FULL STOP
    Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                            Age -      59           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
   Certificate(s)/Rating(s)                   Biennial Flight Review              Flight Time (Hours)
     ATP,CFI                                    Current        - YES       Total        -   3421        Last 24 Hrs -       8
     SE LAND,ME LAND                            Months Since   - UNK/NR    Make/Model-        12        Last 30 Days- UNK/NR
     GLIDER                                     Aircraft Type  - C-402A    Instrument-      1908        Last 90 Days-     209
                                                                           Multi-Eng -       415

     Instrument Rating(s)  - AIRPLANE
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----Narrative----
THE AIRCRAFT LANDED GEAR UP.  THE PILOT REPORTED NO MALFUNCTION AND SAID HE FORGET TO LOWER THE LANDING GEAR.

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Brief of Accident (Continued)

File No. - 1722   9/04/85   SAN JOSE,CA   A/C Reg. No. N4597Q   Time (Lcl) - 1551 PDT

Occurrence
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GEAR EXTENSION - NOT SELECTED - PILOT IN COMMAND
2. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1782 9/05/85 HUNTINGTON BEAC,CA A/C Reg. No. N6436G Time (Lcl) - 1917 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	C

----Aircraft Information----

Make/Model - CESSNA 150K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/006 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LONG BEACH,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
MEADOWLARK
Runway Ident - 19
Runway Lth/Wid - 2330/ 36
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2570
Make/Model - 860
Instrument - 135
Last 24 Hrs - 0
Last 30 Days - UNK/NR
Last 90 Days - 35

Instrument Rating(s) - AIRPLANE

----Narrative----

ACFT LOST POWER ON TAKEOFF FROM HUNTINGTON BEACH, CA, AND CRASHED LANDED ON THE ARPT. THE ACFT WAS DESTROYED AND THE PLT WAS NOT HURT. EXAMINATION OF THE FUEL SYSTEM REVEALED ONLY 1.6 GALS OF FUEL PRESENT.

Brief of Accident (Continued)

File No. - 1782 9/05/85 HUNTINGTON BEAC,CA A/C Reg. No. N6436G Time (Lcl) - 1917 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1781 9/05/85 PLACERVILLE,CA A/C Reg. No. N1895X Time (Lcl) - 1530 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 180B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELETYPE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
STOCKTON,CA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
PLACERVILLE
Runway Ident - 23
Runway Lth/Wid - 4200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 959
Make/Model- 146
Instrument- UNK/NR
Multi-Eng - 11
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 26
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

ACFT RAN OFF THE RWY AFTER LANDING. PLT REPORTED ACFT VEERED TO THE LEFT OFF THE RWY AND WAS ABLE TO CORRECT BACK AFTER APPLICATION OF POWER. WINDS WERE VARIABLE AT 7 KTS GUSTING TO 12 KTS.

Brief of Accident (Continued)

File No. - 1781 9/05/85 PLACERVILLE,CA A/C Reg. No. N1895X Time (Lcl) - 1530 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - GUSTS
2. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
3. AIRSPEED(VMCG) - NOT MAINTAINED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

    File No. - 1777     10/03/85    SANTA BARBARA,CA          A/C Reg. No. N6726Y            Time (Lcl) - 2040 PDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                               NONE                  Fatal   Serious   Minor    None
    Type of Operation         -BUSINESS                       Fire             Crew     2       0        0        0
    Flight Conducted Under    -14 CFR 91                       UNK/NR          Pass     0       0        0        0
    Accident Occurred During  -UNKNOWN
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-23-250              Eng Make/Model - LYCOMING IO-540-C4B5     ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    3200                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       3                      Rated Power    -      250 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                          Airport Proximity
    Wx Briefing      - COMPANY                   Last Departure Point               OFF AIRPORT/STRIP
      Method         - IN PERSON                   CAMARILLO,CA
      Completeness   - WEATHER NOT PERTINENT     Destination                      Airport Data
    Basic Weather    - VMC                         LOCAL
      Wind Dir/Speed- CALM                                                          Runway Ident      - N/A
      Visibility     -     7.0   SM            ATC/Airspace                         Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - NONE         Runway Surface    - N/A
      Lowest Ceiling          - NONE             Type of Clearance   - NONE         Runway Status     - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      62               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        ATP                                     Current         - YES        Total       -  24290        Last 24 Hrs -      7
        SE LAND,ME LAND                         Months Since   -  2          Make/Model- UNK/NR          Last 30 Days-     85
                                                Aircraft Type  - 172         Instrument-    1200         Last 90 Days-    144
                                                                             Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
ON OCT. 3, 1985, PIPTER PA-23-250 CRASHED INTO THE PACIFIC OCEAN WHILE ON AN AIR SAMPLING FLT NEAR SANTA BARBARA, CA.
THE AC WAS DESTROYED AND THE TWO PLTS WERE FATALLY INJURED. THE FLT WAS TO BE FLOWN ALONG A PREDERMINED ROUTE UTILIZING
LORAN NAVAIDS. THE AC OPERATOR WAS SURE THE WAY PLTS WERE CORRECT AND WERE ENTERED PROPERLY. THE AC WAS IN RADIO
CONTACT WITH SANTA BARBARA APPROACH CONTROL AND REPORTED NO DIFFICULTIES. A REVIEW OF THIS INFO BY THE OPERATOR INDICATE
D THE AC WAS ON COURSE AS SCHEDULED.

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Brief of Accident (Continued)

File No. - 1777 10/03/85 SANTA BARBARA,CA A/C Reg. No. N6726Y Time (Lcl) - 2040 PDT

Occurrence	MISSING AIRCRAFT
Phase of Operation	UNKNOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1778      10/08/85    PARADISE,CA                  A/C Reg. No. N3643W            Time (Lcl) - 1027 PDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                    Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                        Fire                     Crew     0       0         0        1
    Flight Conducted Under    -14 CFR 91                        NONE                     Pass     0       0         0        4
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32-260             Eng Make/Model - LYCOMING O-540-E4B5       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3400                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       6                     Rated Power    -     260 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        ON AIRPORT
      Method         - N/A                         VACAVILLE,CA
      Completeness   - N/A                      Destination                                Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC                            PARADISE SKYPARK
      Wind Dir/Speed- 240/005 KTS                                                             Runway Ident     - 35
      Visibility     -    25.0   SM            ATC/Airspace                                   Runway Lth/Wid   -  1990/   80
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
      Lowest Ceiling       - NONE                Type of Clearance   - NONE                   Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation        - NONE                                      FULL STOP
      Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -      21            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                              Current        - YES        Total      -    152         Last 24 Hrs -       2
        SE LAND                              Months Since   -  8         Make/Model -     16         Last 30 Days- UNK/NR
                                             Aircraft Type  - UNK/NR     Instrument -      9         Last 90 Days-      56

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT TOUCHED DWN TAIL FIRST DURING LNDGING TO THE RT OF THE RWY. THE PLT INDICATED HE WAS LNDGING IN A GUSTING
X-WIND WHICH DRIFTED HIM DURING A NOSE HIGH HARD LNDG. NO MECHANICAL DIFFICULTIES WERE REPORTED BY THE PLT.
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Brief of Accident (Continued)

File No. - 1778   10/08/85   PARADISE,CA   A/C Reg. No. N3643W   Time (Lcl) - 1027 PDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   LANDING

Finding(s)
1. WEATHER CONDITION - GUSTS
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INACCURATE - PILOT IN COMMAND
4. FLARE - MISJUDGED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1795      10/13/85    VACAVILLE,CA              A/C Reg. No. N64142            Time (Lcl) - 1330 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                               SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                Crew     0        0        1       0
    Flight Conducted Under     -14 CFR 91                      NONE               Pass     0        0        2       0
    Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172M             Eng Make/Model - LYCOMING O-320-E2D        ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2300                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                 Rated Power    -     150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                               Airport Proximity
    Wx Briefing        - NO RECORD OF BRIEFING   Last Departure Point                  ON AIRPORT
      Method           - N/A                       FRESNO,CA
      Completeness     - N/A                    Destination                          Airport Data
    Basic Weather      - VMC                       SAME AS ACC/INC                      NUT TREE
      Wind Dir/Speed- 330/016 KTS                                                       Runway Ident     - 01
      Visibility     -    60.0   SM           ATC/Airspace                              Runway Lth/Wid   -  3800/   75
      Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE              Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                    FULL STOP
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     43            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
       PRIVATE                                Current       - YES      Total        -    300        Last 24 Hrs - UNK/NR
       SE LAND                                Months Since  - 19       Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR   Instrument-       0          Last 90 Days- UNK/NR


       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH THE GROUND DURING AN ATTEMPTED LANDING. THE PLT USED FULL FLAPS IN A X-WIND OF 16-21 KTS. TWO
ATTEMPTS WERE MADE TO ALIGN THE ACFT WITH THE RWY BEFORE A PULL-UP IN A 45 DEGREE CLIMB BANK TO THE RT RESULTED IN
A STALL & CRASH.

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Brief of Accident (Continued)

File No. - 1795 10/13/85 VACAVILLE,CA A/C Reg. No. N64142 Time (Lcl) - 1330 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - NOT CORRECTED - PILOT IN COMMAND
5. LIGHT CONDITION - DAYLIGHT
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
10. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,8,10

Factor(s) relating to this accident is/are finding(s) 7,9

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

     File No. - 1733      9/01/85    LITTLETON,CO              A/C Reg. No. N2259H           Time (Lcl) - 0750 MDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                NONE                      Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                       Fire               Crew      0        0        0         1
    Flight Conducted Under     -14 CFR 91                       NONE              Pass      0        2        0         0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BALLOON WORKS FIREFLY 7        Eng Make/Model - N/A                 ELT Installed/Activated - NO -N/A
    Landing Gear   - N/A                            Number Engines - N/A                   Stall Warning System - NO
    Max Gross Wt   -     900                        Engine Type    - N/A
    No. of Seats   -       1                        Rated Power    - N/A
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                              Airport Proximity
    Wx Briefing      - FSS                           Last Departure Point                   OFF AIRPORT/STRIP
      Method         - TELEPHONE                       LITTLETON,CO
      Completeness   - FULL                         Destination                         Airport Data
    Basic Weather    - VMC                             LOCAL
      Wind Dir/Speed- 360/020 KTS                                                         Runway Ident     - N/A
      Visibility     -    15.0   SM                ATC/Airspace                           Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      1500 FT SCATTERED    Type of Flight Plan - NONE           Runway Surface   - GRASS/TURF
      Lowest Ceiling          - NONE                 Type of Clearance   - NONE           Runway Status    - DRY
      Obstructions to Vision- NONE                   Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     22           Medical Certificate - NO MEDICAL
     Certificate(s)/Rating(s)                  Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL                                 Current        - UNK/NR     Total      -     141         Last 24 Hrs - UNK/NR
                                                   Months Since   -  9         Make/Model-      141         Last 30 Days- UNK/NR
        FREE BALLOON                               Aircraft Type  - FF-7       Instrument- UNK/NR           Last 90 Days-      15
                                                                               Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ATTEMPTED TO LAND HIS BALLOON IN HIGH WINDS RESULTING A HARD LDG WHICH THREW HIM OUT OF THE BASKET
THE BALLOON THEN BEGAN AN IMMEDIATE ASENT UNTIL A PAX PULLED THE VENT LINE AND THE BALLOON SETTLED RAPIDLY UNTIL
IT HIT THE GRD. INJURIES TO PASSENGERS OCCURRED WHEN THE BALLOON STRUCK THE GRD THE 2ND TIME.

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Brief of Accident (Continued)

File No. - 1733   9/01/85   LITTLETON,CO   A/C Reg. No. N2259H   Time (Lcl) - 0730 MDT

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   DESCENT - NORMAL

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER EVALUATION - INATTENTIVE - PILOT IN COMMAND

Occurrence #2   HARD LANDING
Phase of Operation   LANDING

Finding(s)
4. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

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                      National Transportation Safety Board
                            Washington, D.C. 20594



                               Brief of Accident

   File No. - 1766       9/16/85    WRAY,CO              A/C Reg. No. N61788          Time (Lcl) - 1730 MDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                                SUBSTANTIAL             Fatal   Serious   Minor    None
     Type of Operation          -INSTRUCTIONAL                  Fire              Crew    0        0        1        0
     Flight Conducted Under     -14 CFR 91                       NONE             Pass    0        0        0        0
     Accident Occurred During   -APPROACH
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172 M             Eng Make/Model - LYCOMING O-320 SERIES    ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2300                  Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -     4                    Rated Power     -      150 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                       SAME AS ACC/INC
       Completeness   - N/A                    Destination                           Airport Data
     Basic Weather    - VMC                       LOCAL                                 WRAY MUNI
       Wind Dir/Speed- CALM                                                             Runway Ident     - 14
       Visibility     -    10.0   SM          ATC/Airspace                              Runway Lth/Wid   -  5000/    90
       Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE             Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE              Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -     40              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review               Flight Time (Hours)
        STUDENT                            Current       - N/A        Total       -      17        Last 24 Hrs -       4
                                           Months Since  - N/A        Make/Model-        17        Last 30 Days- UNK/NR
                                           Aircraft Type - N/A        Instrument-         0        Last 90 Days-      17


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PILOT WAS ON HER FIRST SOLO FLIGHT. SHE STATED THAT SHE WAS ATTEMPTED HER FIRST LANDING AND WHILE ON
APPROACH TO THE RUNWAY SHW DECIDED THAT IT "WASN'T QUITE RIGHT." SHE EXECUTED A GO-AROUND BUT THE AIRCRAFT STRUCK THE
GROUND AND CARTWHEELED.
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Brief of Accident (Continued)

File No. - 1766   9/16/85   WRAY,CO   A/C Reg. No. N61788   Time (Lcl) - 1730 MDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH - GO-AROUND (VFR)

Finding(s)
1. ABORTED LANDING - SELECTED - PILOT IN COMMAND
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1779      11/02/85    ELBERT,CO                  A/C Reg. No. N26BW            Time (Lcl) - 0655 MST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               DESTROYED                   Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                        Fire               Crew       1         0         0         0
    Flight Conducted Under    -14 CFR 91                       NONE               Pass       0         0         0         0
    Accident Occurred During  -DESCENT
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 58                Eng Make/Model - LYCOMING IO-320          ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED     Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    1825                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                 Rated Power    -      150 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                               Airport Proximity
    Wx Briefing       - FSS                   Last Departure Point                    OFF AIRPORT/STRIP
      Method          - TELEPHONE               ERIE,CO
      Completeness    - FULL                 Destination                            Airport Data
    Basic Weather     - VMC                     OCEANSIDE,CA
      Wind Dir/Speed- 320/010 KTS                                                     Runway Ident     - N/A
      Visibility    -    75.0   SM          ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - VFR                 Runway Surface   - N/A
      Lowest Ceiling         - NONE           Type of Clearance    - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE            Type Apch/Lndg       - NONE
      Precipitation          - NONE
      Condition of Light     - DAWN
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -      56            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                        Current          - YES      Total       -    4913        Last 24 Hrs -        1
        SE LAND                           Months Since   -  5         Make/Model-      35          Last 30 Days-        3
                                          Aircraft Type  - 182        Instrument-       0          Last 90 Days-        9

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CRASHED IN A OPEN FIELD & WAS NOT FOUND FOR 4 DAYS.  THE HOME BUILT ACFT, MAINTAINED LARGELY BY THE PLT, HAD TH
 ENGINE DESTROYED SO COMPLETELY THAT NO DETERMINATION COULD BE MADE AS TO POWER BEING DEVELOPED AT IMPACT. THE PLT
REPORTEDLY HAD BEEN ACTING STRANGELY FOR A FEW DAYS PRIOR TO THE ACCIDENT. NO RADIO CALLS WERE RECEIVED FROM THE
FLT AFTER THE INITIAL CLEARANCE. THE ACFT IMPACTED 70-80 DEGGEES NOSE DWN WITH THE WONGS LEVEL.
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File No. - 1779   11/02/85   ELBERT,CO   A/C Reg. No. N26BW   Time (Lcl) - 0655 MST

Occurrence #1   UNDETERMINED
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
  1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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Brief of Accident

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     File No. - 1735        8/12/85     GROTON,CT                    A/C Reg. No. N8623X            Time (Lcl) - 1530 EDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation        -INSTRUCTIONAL                     Fire               Crew      0          0         2         0
     Flight Conducted Under   -14 CFR 91                          NONE              Pass      0          0         0         0
     Accident Occurred During -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - ENSTROM F-28F                 Eng Make/Model - LYCOMING HIO-360-F-1AD   ELT Installed/Activated - NO -N/A
     Landing Gear  - SKI/WHEEL                     Number Engines -  1                          Stall Warning System - UNK/NR
     Max Gross Wt  -   1950                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -      3                        Rated Power    -    225 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                    Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                         ON AIRPORT
       Method        - N/A                           MADISON,CT
       Completeness  - N/A                          Destination                               Airport Data
     Basic Weather   - VMC                           GROTON,CT                                  GROTON
       Wind Dir/Speed- 230/009 KTS                                                              Runway Ident     - 23
       Visibility    -    15.0   SM               ATC/Airspace                                  Runway Lth/Wid   -  5000/  150
       Lowest Sky/Clouds  -      2000 FT SCATTERED  Type of Flight Plan - NONE                  Runway Surface   - UNK/NR
       Lowest Ceiling         -                     Type of Clearance   - NONE                  Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                             Age -      23            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                                Current        - YES       Total     -   2048         Last 24 Hrs -       7
        SE LAND,ME LAND                           Months Since   - UNK/NR    Make/Model-    118         Last 30 Days- UNK/NR
        HELICOPTER                                Aircraft Type  - UNK/NR    Instrument-    207         Last 90 Days-     224
                                                                             Multi-Eng -    514         Rotorcraft  -     237

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
ENSTROM F28F, N8623X WAS PERFORMING AUTO ROTATION AT GROTON-NEW LONDON, CONNECTICUT WHEN A LOSS OF POWER WAS
EXPERIENCED. THE STUDENT PILOT WAS AT THE CONTROLS AND ENTERED AUTO ROTATION WITH THE UNDERSTANDING THAT IT
WOULD TERMINATE IN A POWER RECOVERY. AFTER THE FLARE WITH THE SKIDS LEVEL AND DIRECTIONAL CONTROL BEING THE MAINTAINED,
COLLECTIVE PITCH WAS APPIED, AN INCREASE IN RPM WAS OBSERVED. THEN A RAPID DECREASE IN RPM OCCURRED. THE INSTRUCTOR
PILOT TOOK OVER IN AN ATTEMPT TO LAND ACFT STRAIGHT AHEAD. AT TOUCHDOWN THE HELICOPTER VEERED LEFT. THE SKIDS FAILED IN
AN OUTWARD DIRECTION AND THE MAIN ROTOR STRUCK THE GROUND.
```

File No. - 1735 8/12/85 GROTON,CT A/C Reg. No. N8623X Time (Lcl) - 1530 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation LANDING

Finding(s)
1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)
2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND(CFI)
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. LANDING GEAR,SKID ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1769       6/16/85    VERO BEACH,FL            A/C Reg. No. N814N            Time (Lcl) - 1912 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC     Aircraft Damage                      Injuries
     Name of Carrier           -PIEDMONT AVIATION INC.           NONE                       Fatal    Serious    Minor    None
     Type of Operation         -SCHEDULED,DOMESTIC,PASSENGER    Fire              Crew      0         1          1       3
     Flight Conducted Under    -14 CFR 121                       NONE             Pass      0         0          0      40
     Accident Occurred During  -CRUISE
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - BOEING B737-201            Eng Make/Model - P & W JT8D-15          ELT Installed/Activated - NO -N/A
     Landing Gear  - TRICYCLE-RETRACTABLE       Number Engines -  2                        Stall Warning System - YES
     Max Gross Wt  - 100800                     Engine Type    - TURBOJET
     No. of Seats  -     112                    Rated Power    -  15500 LBS THRUST
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                 OFF AIRPORT/STRIP
       Method         - N/A                         ORLANDO,FL
       Completeness   - N/A                       Destination                        Airport Data
     Basic Weather    - VMC                         MIAMI,FL
       Wind Dir/Speed- 270/010 KTS                                                     Runway Ident     - N/A
       Visibility    -      7.0    SM           ATC/Airspace                           Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -    3000 FT SCATTERED   Type of Flight Plan - IFR            Runway Surface   - N/A
       Lowest Ceiling      - 30000 FT OVERCAST    Type of Clearance   - IFR            Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation       - NONE
       Condition of Light  - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     34            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL,ATP                        Current       - YES       Total        -   4350         Last 24 Hrs  -       3
        SE LAND,ME LAND                       Months Since  - UNK/NR    Make/Model-      1600         Last 30 Days- UNK/NR
                                              Aircraft Type - B-737     Instrument-         0         Last 90 Days- UNK/NR
                                                                        Multi-eng  -        0         Rotorcraft   -       0

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS DEVIATING AROUND THUNDERSTORM CELLS WHEN IT ENCOUNTERED HEAVY TURBULENCE. THE CABIN ATTENDANTS WERE
CONDUCTING BEVERAGE SERVICE AT THE TIME. THE PASSENGERS ANDYBEEN ADVISED TO GASTEN THEIR SEAT BELTS AND THE
"FASTEN SEAT BELTS" LIGHTS WERE ON. THERE IS NO EVIDENCE OF ANY EFFORT BY THE CREW TO SUSPEND CABIN BEVERAGE
SERVICE. CONVECTIVE SIGMETS ANS WEATHER FORECASTS PROVIDED ADEQUATE WARNING OF THUNDERSTORM ACTIVITY ALONG THE
ACFT'S PROPOSED ROUTE. AT THE TIME OF THE ACCIDENT RADAR     DATA PLACES THE ACFT BETWEEN TWO CELLS OF MODERATE TO
VERY HEAVY INTENSITY LEVEL LOCATED LESS THAN 10 MILES APART.
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Brief of Accident (Continued)

File No. - 1769 6/16/85 VERO BEACH,FL A/C Reg. No. N814N Time (Lcl) - 1912 EDT

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
5. MISCELLANEOUS - CONTINUED - FLIGHT ATTENDANT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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                        National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

  File No. - 1611       7/25/85    LAWTEY,FL              A/C Reg. No. N8151X           Time (Lcl) - 1700 EDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                              DESTROYED                     Fatal   Serious   Minor    None
    Type of Operation          -POSITIONING                  Fire                   Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0        0        0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172                 Eng Make/Model  - CONTINENTAL O-300-D      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED             Number Engines  -  1                          Stall Warning System - YES
    Max Gross Wt   -    2075                    Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                    Rated Power     -     145 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                     OFF AIRPORT/STRIP
      Method         - TELEPHONE                   JACKSONVILLE,FL
      Completeness   - FULL                     Destination                             Airport Data
    Basic Weather    - VMC                         KEYSTONE HEIGHT,FL
      Wind Dir/Speed- 270/006 KTS                                                          Runway Ident      - N/A
      Visibility     -    6.0   SM              ATC/Airspace                               Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface    - N/A
      Lowest Ceiling     -      8000 FT BROKEN     Type of Clearance   - NONE              Runway Status     - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation      - NONE
      Condition of Light - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     50           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
       PRIVATE                              Current        - YES        Total      -    81       Last 24 Hrs -       2
       SE LAND                              Months Since   -  0         Make/Model -    81       Last 30 Days-  UNK/NR
                                            Aircraft Type  - C-172      Instrument-      3       Last 90 Days-       2


       Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH
TIME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A
FORCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED
INTO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER
& OTHER FOREIGN MATTER IN THE SYS.
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Brief of Accident (Continued)

File No. - 1611   7/25/85   LAWTEY,FL   A/C Reg. No. N8151X   Time (Lcl) - 1700 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE

Finding(s)
1. FUEL SYSTEM - BLOCKED(TOTAL)
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM - WATER
4. FUEL SYSTEM - CONTAMINATION

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - DITCH

Occurrence #4   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 1691       7/26/85     SOUTH BAY,FL              A/C Reg. No. N32576             Time (Lcl) - 0815 EDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                       Injuries
                                                           SUBSTANTIAL                 Fatal   Serious   Minor    None
   Type of Operation          -PERSONAL                    Fire                  Crew    0        0        0        1
   Flight Conducted Under     -14 CFR 91                    NONE                 Pass    0        0        0        3
   Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - PIPER PA-28-180        Eng Make/Model  - LYCOMING O-360-A4A         ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-FIXED         Number Engines  -  1                           Stall Warning System - YES
   Max Gross Wt   -    2175                Engine Type      - RECIPROCATING-CARBURETOR
   No. of Seats   -       4                Rated Power      -      180 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                    OFF AIRPORT/STRIP
     Method          - N/A                      BOCA RATON,FL
     Completeness    - N/A                    Destination                           Airport Data
   Basic Weather     - VMC                      FT.LAUDERDALE,FL
     Wind Dir/Speed- UNK/NR                                                            Runway Ident     - N/A
     Visibility     -    10.0    SM         ATC/Airspace                               Runway Lth/Wid   - N/A
     Lowest Sky/Clouds  -     2000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - GRASS/TURF
     Lowest Ceiling          - NONE            Type of Clearance   - NONE               Runway Status    - DRY
     Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
     Precipitation           - NONE
     Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                     Age -     28                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
      PRIVATE                              Current        - YES       Total       -    73          Last 24 Hrs -      1
      SE LAND                              Months Since   - 11        Make/Model-      4          Last 30 Days- UNK/NR
                                           Aircraft Type  - C-152     Instrument-      7          Last 90 Days-      4

      Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
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THE ENG LOST PWR DURING A SIGHTSEEING FLT AT 1200 FT MSL AND THE PLT SELECTED A DIVIDED HWY FOR AN EMERGENCY LANDING TO THE WEST. BECAUSE HE WAS OVERTAKING A TRUCK ON THE WESTBOUND LANES, THE PLT TRIED TO LAND ON THE MEDIAN STRIP. THE ACFT WAS CAUGHT IN THE TRUCK'S WAKE TURBULENCE. THE RIGHT WHEEL HIT HARD AND WAS TORN OFF THE STRUT. THE ACFT VEERED ACROSS THE HWY AND CAME TO REST ON THE NORTH SHOULDER HEADING IN ALMOST THE OPPOSITE DIRECTION. A CONNECTING ROD WAS PROTRUDING THROUGH THE ENG CASE. THE ROD BOLTS WERE FOUND MISSING.

Brief of Accident (Continued)

File No. - 1691 7/26/85 SOUTH BAY FL A/C Reg. No. N32576 Time (Lcl) - 0815 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,CONNECTING ROD - DISCONNECTED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE
3. WEATHER CONDITION - TAILWIND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - SOFT
5. WEATHER CONDITION - TURBULENCE
6. LANDING GEAR,WHEEL - SEPARATION
7. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1692        7/26/85    APALACHICOLA,FL             A/C Reg. No. N8665G              Time (Lcl) - 1555 EDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)            Aircraft Damage                          Injuries
                                                                     SUBSTANTIAL                     Fatal    Serious    Minor      None
     Type of Operation          -PERSONAL                           Fire                     Crew      0         0         0          1
     Flight Conducted Under     -14 CFR 91                           NONE                    Pass      0         0         0          0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150F                  Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -     1600                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -        2                     Rated Power    -      100 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                     Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING     Last Departure Point                          OFF AIRPORT/STRIP
       Method           - N/A                         WINTER HAVEN,FL
       Completeness     - N/A                      Destination                                  Airport Data
     Basic Weather      - VMC                         PENSACOLA,FL
       Wind Dir/Speed- 260/004 KTS                                                                Runway Ident     - N/A
       Visibility      -     7.0   SM             ATC/Airspace                                    Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -       1500 FT SCATTERED  Type of Flight Plan - NONE                   Runway Surface   - GRASS/TURF
       Lowest Ceiling          - 20000 FT BROKEN     Type of Clearance   - NONE                   Runway Status    - WET
       Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      29             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL,CFI                        Current         - YES      Total       -   5000         Last 24 Hrs -       4
          SE LAND,ME LAND                       Months Since    -  5       Make/Model-      360         Last 30 Days- UNK/NR
          HELICOPTER                            Aircraft Type - UNK/NR     Instrument-      295         Last 90 Days-      80
                                                                           Multi-Eng -     1550         Rotorcraft   -   1825

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE ELECTED TO LAND AT APALACHICOLA DUE TO WX IN THE AREA, BUT ON FINAL APCH, THE ENG STARTED TO RUN
ROUGH, THEN QUIT. HE LANDED SHORT OF THE RWY IN A SWAMPY AREA & UPON TOUCHDOWN, THE ACFT FLIPPED OVER ON ITS BACK.
EXAM OF THE ACFT AFTER RECOVERY FROM THE SWAMP REVEALED THAT THE ENG FAILED DUE TO FUEL EXHAUSTION.

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Brief of Accident (Continued)

File No. - 1692   7/26/85   APALACHICOLA,FL   A/C Reg. No. N8665G   Time (Lcl) - 1555 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   DESCENT - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1755      6/12/85    KISSIMMEE,FL            A/C Reg. No. N4745B          Time (Lcl) - 0800 EDT
-----------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                     Injuries
                                                            SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                   Fire                 Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                   NONE                Pass     0        0        0        0
    Accident Occurred During   -APPROACH                                        Other    0        0        0        1
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152             Eng Make/Model - LYCOMING O-235           ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                          Stall Warring System - YES
    Max Gross Wt   -    1670                Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                Rated Power    -    115 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                  Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                    OFF AIRPORT/STRIP
      Method          - N/A                       SAME AS ACC/INC
      Completeness    - N/A                    Destination                           Airport Data
    Basic Weather     - VMC                       SAME AS ACC/INC                       KISSIMMEE MUNICIPAL
      Wind Dir/Speed- 090/005 KTS                                                      Runway Ident     - 06
      Visibility     -     7.0   SM            ATC/Airspace                             Runway Lth/Wid   -  5000/  150
      Lowest Sky/Clouds  -    25000 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE           Runway Status    - DRY
      Obstructions to Vision- HAZE                 Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age - UNK/NR            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                Current        - NO        Total       -   4180       Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                        Months Since   - UNK/NR    Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR    Instrument-    175         Last 90 Days- UNK/NR
                                                                          Multi-eng  -     0         Rotorcraft   -      0

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH ANOTHER ACFT AT ABOUT 300 FT AGL DURING THE APROACH TO A PRACTICE PRECISION LNDG. AFTER
THE COLLISION BOTH ACFT LANDED SAFTELY.

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                                      PAGE  90
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Brief of Accident (Continued)

File No. - 1755 8/12/85 KISSIMMEE,FL A/C Reg. No. N4745B Time (Lcl) - 0800 EDT

Occurrence MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT
4. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 1755       8/12/85    KISSIMMEE,FL             A/C Reg. No. N704MH           Time (Lcl) - 0800 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                       Injuries
                                                             MINOR                     Fatal  Serious   Minor    None
    Type of Operation         -PERSONAL                    Fire              Crew        0       0        0        2
    Flight Conducted Under    -14 CFR 91                     NONE            Pass        0       0        0        0
    Accident Occurred During  -APPROACH
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA C-150         Eng Make/Model - CONTINENTAL O-200A       ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-FIXED       Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt  -    1600              Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -      2               Rated Power    -      100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                           Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                OFF AIRPORT/STRIP
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                        Airport Data
    Basic Weather    - VMC                          SAME AS ACC/INC                   KISSIMMEE MUNICIPAL
      Wind Dir/Speed- 090/006 KTS                                                     Runway Ident    - N/A
      Visibility     -     7.0    SM            ATC/Airspace                          Runway Lth/Wid  -  5000/  150
      Lowest Sky/Clouds  -    25000 FT SCATTERED. Type of Flight Plan - NONE          Runway Surface  - ASPHALT
      Lowest Ceiling        - NONE                Type of Clearance   - NONE          Runway Status   - DRY
      Obstructions to Vision- HAZE                Type Apch/Lndg      - TOUCH AND GO
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     39           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review           Flight Time (Hours)
        PRIVATE,FOREIGN                       Current       - NO        Total       -    865      Last 24 Hrs - UNK/NR
        SE LAND                               Months Since  - UNK/NR    Make/Model-     200      Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR    Instrument-     229      Last 90 Days- UNK/NR

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT WAS PERFORMING A SIDESLIP DURING THE FINAL APPROACH AND FAILED TO SEE THE AIRCRAFT AHEAD IN TIME TO AVERT
THE COLLISION. THE SUN WAS LOW ON THE HORIZON AND WITHIN 10 DEGREES OF THE ACFT HEADING. ACFT LANDED SAFELY ON RWY.

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Brief of Accident (Continued)

File No. - 1755 8/12/85 KISSIMMEE,FL A/C Reg. No. N704MH Time (Lcl) - 0800 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
5. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1753 4/19/85 ALMA,GA A/C Reg. No. N4483U Time (Lcl) - 1715 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
NONE
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2
Eng Make/Model - CONTINENTAL O-200 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/007 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
ALMA
Runway Ident - 33
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 38
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - 57
Make/Model- 57
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT AND PASSENGER CHANGED THE ENGINE OIL JUST PRIOR TO ATTEMPTING THE TAKEOFF. THE OIL WAS DRAINED ON THE GROUND ON THE AIRPORT WHERE THE AIRCRAFT WAS PARKED. EXAMINATION OF THE OIL, DISCLOSED THAT METAL SHAVINGS WERE PRESENT IN THE DRAINED OIL. FURTHER EXAMINATION OF THE AIRCRAFT DISCLOSED THAT METAL SHAVINGS WERE ALSO PRESENT INSIDE THE ENGINE WHEN IT WAS DISASSEMBLED. THE EXAMINATION ALSO FOUND RUST IN THE CYLINDER WALLS ALONG WITH THE FRACTURED RINGS FROM NUMBERS 2 AND 3 PISTONS. THE ANNUAL INSPECTION OR RECENT MAINTENANCE DATA WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1753   4/19/85   ALMA,GA   A/C Reg. No. N4483U   Time (Lcl) - 1715 EST

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY,PISTON - FAILURE,TOTAL
2. MAINTENANCE,INSPECTION OF AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
3. MAINTENANCE,LUBRICATION - EXCEEDED - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - EXCEEDED - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - GROUND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 1743       8/08/85    PEACHTREE CITY,GA          A/C Reg. No. N61769              Time (Lcl) - 1200 EDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                            Injuries
                                                              SUBSTANTIAL                      Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                     Fire                       Crew      0        0        0        1
    Flight Conducted Under    -14 CFR 91                      NONE                     Pass      0        0        0        0
    Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 172M            Eng Make/Model  - LYCOMING O-320          ELT Installed/Activated - UNK/NR
    Landing Gear    - TRICYCLE-FIXED         Number Engines  -  1                        Stall Warning System - YES
    Max Gross Wt    -    2300                Engine Type      - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                Rated Power      -       150 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing        - NO RECORD OF BRIEFING  Last Departure Point                       ON AIRPORT
      Method           - N/A                      SAME AS ACC/INC
      Completeness     - N/A                   Destination                              Airport Data
    Basic Weather      - VMC                      LOCAL                                    FALCON FIELD
      Wind Dir/Speed- 040/004 KTS                                                          Runway Ident     - 31
      Visibility       -      7.0    SM         ATC/Airspace                               Runway Lth/Wid   -  4600/    50
      Lowest Sky/Clouds  -                        Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling          -  3000 FT BROKEN   Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     34            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
       ATP                                  Current        - YES       Total        -   4150      Last 24 Hrs -      0
       SE LAND,ME LAND                      Months Since   -  6        Make/Model-       175      Last 30 Days- UNK/NR
                                            Aircraft Type  - F-28      Instrument-       295      Last 90 Days-    158
                                                                       Multi-Eng  -     3163

       Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
PILOT WAS RENEWING PROFICIENCY IN LIGHT ACFT. ON FIRST TOUCH AND GO LANDING, ACCORDING TO HIS STATEMENT DURING
PHONE INTERVIEW, HE FLARED, ACFT BALLOONED, LANDED HARD AND PORPOISED. DURING ENSUING ROLL OUT NOSE OF ACFT SETTLED AND
PROP CONTACTED RUNWAY. ACFT WAS STOPPED AND WHEN EXAMINED NOSE GEAR FOUND TO HAVE COLLAPSED.
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File No. - 1745 8/08/85 PEACHTREE CITY,GA A/C Reg. No. N61769 Time (Lcl) - 1200 EDT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NOSE GEAR - OVERLOAD
2. FLARE - EXCESSIVE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1636 7/21/85 SOUTH MARSH,GM A/C Reg. No. N5753D Time (Lcl) - 1700 CDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -PETROLEUM HELICOPTERS,INC
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - BELL 206L-1
Landing Gear - HIGH SKID
Max Gross Wt - 4150
No. of Seats - 5

Eng Make/Model - ALLISON 250-C28
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 435 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - COMPANY (VFR)
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP

HELICOPTER

Instrument Rating(s) - HELICOPTER

Age - 44
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - 206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4107
Make/Model- 1707
Instrument- 391
Last 24 Hrs - 12
Last 30 Days- UNK/NR
Last 90 Days- 228
Rotorcraft - 4107

----Narrative----

THE PLT WAS INITIATING A TAKEOFF FROM A HOVER OFF AN OFFSHORE OIL RIG. AS HE LOWERED THE NOSE FOR TAKEOFF, HE HEARD A LOUD NOISE EMIT FROM THE TAILBOOM AREA & THE ACFT BEGAN ROTATING TO THE RIGHT. THE PLT CONTINUED TO APPLY PWR AND AUTOROTATED TO THE WATER. ON IMPACT, THE MAIN ROTOR STRUCK THE TAILBOOM AND SEVERED IT. THE AFT SECTION OF THE TAILBOOM AND THE TAIL ROTOR GEARBOX WERE NOT RECOVERED. INDICATIONS ARE THAT THE ACFT EXPERIENCED A MALFUNCTION IN THE TAIL ROTOR DRIVE SYSTEM.

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                              Brief of Accident (Continued)

     File No. - 1656       7/21/85     SOUTH MARSH,GM            A/C Reg. No. N5753D            Time (Lcl) - 1700 CDT
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Occurrence #1          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     TAKEOFF

Finding(s)
  1. ROTORCRAFT FLIGHT CONTROL,TAIL ROTOR CONTROL - UNDETERMINED
---------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
---------------------------------------------------------------------------------------------------------------------

Occurrence #3          DITCHING
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  2. TERRAIN CONDITION - WATER,ROUGH
---------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1
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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                       Brief of Accident

    File No. - 1649       9/17/85    MISSING,GM              A/C Reg. No. N3RB                Time (Lcl) - 1255 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                 DESTROYED                 Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                        Fire               Crew     1        0        0        0
     Flight Conducted Under     -14 CFR 91                        UNK/NR            Pass     0        0        0        0
     Accident Occurred During   -UNKNOWN
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - SWEARINGEN SA-226T         Eng Make/Model - GARRETT TPE3313U303G      ELT Installed/Activated - UNK/NR
     Landing Gear    - TRICYCLE-RETRACTABLE       Number Engines -  2                          Stall Warning System - UNK/NR
     Max Gross Wt    -   10062                    Engine Type    - TURBOPROP
     No. of Seats    -      8                     Rated Power    -     840 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                 Airport Proximity
      Wx Briefing       - UNK/NR                    Last Departure Point                      OFF AIRPORT/STRIP
        Method          - UNK/NR                      BELIZE,CA
        Completeness    - UNK/NR                   Destination                              Airport Data
      Basic Weather     - VMC                         NEW ORLEANS,LA
        Wind Dir/Speed- UNK/NR                                                                Runway Ident     - N/A
        Visibility      -      7.0   SM           ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    2500 FT SCATTERED   Type of Flight Plan - IFR                 Runway Surface   - N/A
        Lowest Ceiling          - NONE              Type of Clearance   - IFR                 Runway Status    - N/A
        Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     49            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
         ATP                                     Current      - UNK/NR     Total       -    9000       Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                         Months Since - UNK/NR     Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                           Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

         Instrument Rating(s)   - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
A DISTRESS MESSAGE WAS RECEIVED FROM THE PILOT STATING HE WAS 100 MILES SOUTH OF GRAND ISLE, LA, AND HAD LOST AN ENG AND
WAS UNABLE TO MAINTAIN ALTITUDE. A SECOND MESSAGE WAS RECEIVED SHORTLY AFTERWARDS STATING THAT THE AIRCRAFT WAS AT 1500
FEET AND THE PILOT WAS PREPARING TO DITCH THE AIRCRAFT. NO FURTHER CONTACTS AND NO ELT SIGNALS WERE HEARD. THE ACFT
WRECKAGE HAS NOT BEEN LOCATED.
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Brief of Accident (Continued)

File No. - 1649 9/17/85 MISSING,GM A/C Reg. No. N3RB Time (Lcl) - 1255 CDT

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Causa(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1771 12/27/85 COUNCIL BLUFFS,IA A/C Reg. No. N9730R Time (Lcl) - 1445 CST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - BEECH M35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2950
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 310/017 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
OMAHA,NE
Destination
VICHY,MO

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - M20J

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2474
Make/Model- 57
Instrument- 199
Multi-Eng - 135
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 56

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT MADE A GEAR-UP FORCED LNDG OFF THE ARPT AFTER A LOSS OF POWER DURING A BUSINESS FLT. THE ACFT HAD ONLY BEEN AIRBORNE FOR ABOUT 15 MINUTES. POST ACCIDENT INVESTIGATION DISCOVERED THAT THE ACFT FUEL WAS CONTAMINATED WITH WATER.

Brief of Accident (Continued)

File No. - 1771   12/27/85   COUNCIL BLUFFS,IA   A/C Reg. No. N9730R   Time (Lcl) - 1445 CST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CLIMB - TO CRUISE

Finding(s)
1. FLUID,FUEL - CONTAMINATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FLUID,FUEL - WATER
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   CLIMB

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
6. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
7. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1716      7/30/85    SHELLEY,ID              A/C Reg. No. N5186              Time (Lcl) - 0900 MDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----                                                                Injuries
    Type Operating Certificate-AGRICULTURAL AIRCRAFT       Aircraft Damage          Fatal   Serious   Minor    None
                                                             SUBSTANTIAL       Crew     0        0        0        1
    Type of Operation         -AERIAL APPLICATION          Fire                Pass     0        0        0        0
    Flight Conducted Under    -14 CFR 137                    NONE
    Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - GRUMMAN 164A             Eng Make/Model  - P&W RT985          ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED      Number Engines  -   1                  Stall Warning System  - NO
    Max Gross Wt  -    4500                  Engine Type     - TURBOSHAFT
    No. of Seats  -       1                  Rated Power     -     600 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                                 Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
       Method        - N/A                       SHELLEY,ID
       Completeness  - N/A                    Destination                             Airport Data
     Basic Weather   - VMC                       LOCAL
       Wind Dir/Speed- 360/004 KTS                                                      Runway Ident     - N/A
       Visibility    -    50.0   SM          ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -                    Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
       Lowest Ceiling        -  4000 FT BROKEN Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE            Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -      34          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL,CFI                     Current       - YES      Total        -   4632        Last 24 Hrs -       4
         SE LAND,ME LAND                    Months Since  - 16       Make/Model-      250        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR   Instrument-       60        Last 90 Days-     205
                                                                     Multi-Eng -      110        Rotorcraft  -      22

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE SAFETY BROKE IN THE CARBURETOR AND THE SEAT BACKED OUT CAUSING FUEL STARVATION. THE CARBURETOR HAD BEEN OVERHAULED
350 HOURS PRIOR TO THE ACCIDENT.
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Brief of Accident (Continued)

File No. - 1716 7/30/85 SHELLEY,ID A/C Reg. No. N5186 Time (Lcl) - 0900 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)
1. FUEL SYSTEM,CARBURETOR - INOPERATIVE

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                  Brief of Accident

   File No. - 1721      8/19/85    PRESTON,ID              A/C Reg. No. N54016            Time (Lcl) - 1620 MDT
-------------------------------------------------------------------------------------------------------------
----Basic Information----                                                             Injuries
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage          Fatal   Serious   Minor    None
                                                            DESTROYED
    Type of Operation          -PERSONAL                   Fire             Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                   NONE            Pass      0        0        0        1
    Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172P               Eng Make/Model - LYCOMING O-320            ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2300                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                    Rated Power     -     160 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing         - UNK/NR                Last Departure Point                   ON AIRPORT
      Method            - UNK/NR                  MALAD,ID
      Completeness      - UNK/NR               Destination                           Airport Data
    Basic Weather       - VMC                     PRESTON,ID                            PRESTON
      Wind Dir/Speed- 240/011 KTS                                                      Runway Ident    - 21
      Visibility     -    15.0    SM          ATC/Airspace                              Runway Lth/Wid  -  3170/    50
      Lowest Sky/Clouds  -      6000 FT SCATTERED  Type of Flight Plan - VFR            Runway Surface  - ASPHALT
      Lowest Ceiling          - NONE            Type of Clearance   - NONE              Runway Status   - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - GO AROUND
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     55              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                             Current        - YES       Total        -    421       Last 24 Hrs -         4
         SE LAND                             Months Since   -  7        Make/Model-       421       Last 30 Days- UNK/NR
                                             Aircraft Type  - UNK/NR    Instrument-        81       Last 90 Days-        69


         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT LANDED AT PRESTON, ID, FOR FUEL IN A X-WIND OF 15-20 KTS, GUSTING TO 30 KTS. A GUST AT TOUCHDOWN VEERED THE
ACFT TO THE RT. THE PLT ATTEMPTED A GO-AROUND WITH FULL FLAPS. FLAPS WERE REDUCED AS A STALL OCCURRED. THE ACFT
HIT THE GROUND AND BOUNCED BACK INTO THE AIR. AFTER COLLIDING WITH POWER LINES THE ACFT ROLLED DOWN AN EMBANKMENT.
THE DENSITY ALT WAS APRX 7200 FT.
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Brief of Accident (Continued)

File No. - 1721 8/19/85 PRESTON,ID A/C Reg. No. N54016 Time (Lcl) - 1620 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
   2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
      3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND.
   5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
      6. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. WEATHER CONDITION - HIGH WIND
8. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
10. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

11. OBJECT - WIRE,TRANSMISSION
12. FLIGHT CONTROLS - IMPROPER - PILOT IN COMMAND
13. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,9,10,12

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,8,11,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1619 9/09/85 EMMETT,ID A/C Reg. No. N14819 Time (Lcl) - 1445 MDT

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----
Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5
Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - 4.000 SM
Lowest Sky/Clouds - 400 FT SCATTERED
Lowest Ceiling - 3000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
RIGGINS,ID

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

HELICOPTER

Age - 36
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 120
Make/Model- 28
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 0
Last 30 Days- 17
Last 90 Days- 28
Rotorcraft - 120

Instrument Rating(s) - NONE

----Narrative----
NEWLY-LICENSED PLT DEPARTED INTO MOUNTAINOUS TERRAIN IN THUNDERSTROM CONDITIONS DESPITE WARNINGS FROM FRIENDS. THE ACFT WRECKAGEWAS LOCATED TWO DAYS LATER IN RISING TERRAIN BELOW POWER 11 MILES FROM PT OF DEPARTURE. INVESTIGATION REVEALED HIGH SPEED VERTICAL IMPACT ON UPSLOPE TYPICAL OF A "QUICK-STOP" MANEUVER OR ATTEMPT TO DUCK POWER LINES. NO EVIDENCE WAS FOUND OF PRE-IMPACT MALFUNCTION OR FAILURE OF THE ACFT STRUCTURE, POWERPLANT OR SYSTEMS.

Brief of Accident (Continued)

File No. - 1619 9/09/85 EMMETT,ID A/C Reg. No. N14819 Time (Lcl) - 1445 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. IMPROPER DECISION SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - THUNDERSTORM
5. WEATHER CONDITION - LIGHTNING
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - LOW CEILING
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. TERRAIN CONDITION - RISING
11. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
12. OBJECT - WIRE,TRANSMISSION
13. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,11,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9,10,12

Brief of Accident

File No. - 1669 9/14/85 BOISE,ID A/C Reg. No. N5CJ Time (Lcl) - 1439 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	1

----Aircraft Information----

Make/Model - TODD KR-II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 800
No. of Seats - 2

Eng Make/Model - VOLKSWAGON UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
- Wx Briefing - UNK/NR
  - Method - UNK/NR
  - Completeness - UNK/NR
- Basic Weather - VMC
  - Wind Dir/Speed- 310/008 KTS
  - Visibility - 50.0 SM
  - Lowest Sky/Clouds - 5500 FT SCATTERED
  - Lowest Ceiling - 12000 FT BROKEN
  - Obstructions to Vision- NONE
  - Precipitation - NONE
  - Condition of Light - DAYLIGHT

Itinerary
- Last Departure Point
  - SAME AS ACC/INC
- Destination
  - RENO,NV

ATC/Airspace
- Type of Flight Plan - NONE
- Type of Clearance - NONE
- Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
- BOISE AIR TERMINAL
- Runway Ident - UNK/NR
- Runway Lth/Wid - UNK/NR
- Runway Surface - ASPHALT
- Runway Status - DRY

----Personnel Information----

Pilot-In-Command
- Certificate(s)/Rating(s)
  - PRIVATE
  - SE LAND

Age - 79
Biennial Flight Review
- Current - YES
- Months Since - 8
- Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
- Total - 450
- Make/Model- 0
- Instrument- 0
- Last 24 Hrs - 0
- Last 30 Days- UNK/NR
- Last 90 Days- 150

Instrument Rating(s) - NONE

----Narrative----

THE ACFT SETTLED BACK ONTO THE RWY SHORTLY AFTER TAKEOFF PUSHING BOTH MAIN GEAR UP THROUGH THE WINGS. THE PLT DID NOT HAVE ANY PREVIOUS EXPERIENCE IN THIS TYPE ACFT.

Brief of Accident (Continued)

File No. - 1669   9/14/85   BOISE,ID   A/C Reg. No. N5CJ   Time (Lcl) - 1439 MDT

Occurrence	IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation	TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTATION - PREMATURE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2 .

Brief of Accident

File No. - 1617   9/22/85   LOLO PASS,ID   A/C Reg. No. N35105   Time (Lcl) - 1530 PDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	2	0	0

----Aircraft Information----

Make/Model - CESSNA 177BII
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4
Eng Make/Model - LYCOMING O-360-A1F6D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
GARFIELD,WA
Destination
KOOSKIA,ID

ATC/airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 400
Make/Model- 13
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT FAILED TO VISUALLY CHECK THE FUEL TANKS DURING PREFLT AND DEPARTED WITH 3.4 HOURS FLOWN ON THE PRE-EXISTING FUEL SUPPLY. FUEL EXHAUSTION OCCURRED 1.2 HOURS INTO THE FLT. THE PLT OVERFLEW A SUITABLE FORCED LANDING SITE AND ATTEMPTED A LAST MINUTE TURN BACK TO THE SITE. THE ACFT STALLED IN A STEEP TURN AT LOW ALT, COLLIDING WITH TREES ON A STEEP DOWNSLOPE. INSPECTION OF THE ACFT FAILED TO DISCLOSE SIGNS OF FUEL BOTH IN THE ACFT AND ON THE TERRAIN SURROUNDING THE WRECKAGE. THE FUEL GAGES WERE KNOWN TO BE INACCURATE AND THE OPERATOR HAD A SIGN POSTED INSTRUCTING PLTS TO VISUALLY CHECK THE FUEL QUANTITY. ALSO, A SEPARATE FUEL CONSUMPTION LOG WAS KEPT FOR THE ACFT. THE REAR BENCH SEAT HAD THREE OCCUPANTS SEATED ON IT WITH ONE SEAT BELT UTILIZED FOR ALL THREE. THE BELT SEPARATED FROM THE FLOOR MOUNTS DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1617 9/22/85 LOLO PASS,ID A/C Reg. No. N35105 Time (Lcl) - 1530 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
4. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. MANEUVER - EXCESSIVE - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7

Factor(s) relating to this accident is/are finding(s) 3,5,6 .

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                    National Transportation Safety Board
                         Washington, D.C. 20594


                           Brief of Accident

  File No. - 1696       9/29/85    POST FALLS,ID          A/C Reg. No.  NONE            Time (Lcl) - 1119 PDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                  Injuries
                                                              DESTROYED               Fatal   Serious   Minor     None
    Type of Operation          -UNKNOWN                      Fire              Crew      1        0         0        0
    Flight Conducted Under     -14 CFR 91                     NONE             Pass      1        0         0        0
    Accident Occurred During   -MANEUVERING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - TERATORN TIERRA II          Eng Make/Model  - ROTAX 532             ELT Installed/Activated - NO -N/A
    Landing Gear    - TAILWHEEL-ALL FIXED         Number Engines  -  1                     Stall Warning System - NO
    Max Gross Wt    - UNK/NR                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       2                     Rated Power     -      65 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                          Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point               OFF AIRPORT/STRIP
      Method         - N/A                           LIBERTY LAKE,WA
      Completeness   - N/A                       Destination                      Airport Data
    Basic Weather    - VMC                           LOCAL
      Wind Dir/Speed- CALM                                                          Runway Ident     - N/A
      Visibility     -    20.0   SM              ATC/Airspace                       Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE       Runway Surface   - N/A
      Lowest Ceiling       - NONE                  Type of Clearance   - NONE       Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     32              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                            Current       - UNK/NR     Total      -     700        Last 24 Hrs - UNK/NR
        SE LAND                            Months Since  - UNK/NR     Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                      Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED THE TERRAIN IN AN UNCONTROLLED DESCENT FOLLOWING AN INFLT SEPARATION OF THE LEFT WING. A WITNESS
STATED THE LEFT WING SEPARATED AS THE ACFT WAS BEING MANEUVERED IN A RACE TRACK PATTERN USING BANK ANGLES OF 45 DEGS.
THE WIFE OF THE ACFT OWNER REPORTED THE ACFT WAS DAMAGED DURING AN INSTRUCTIONAL FLT ON THE PREVIOUS DAY. THE LEFT WING
AND LANDING GEAR WERE REPORTEDLY DAMAGED IN THE ACCIDENT. THE ACFT WAS SAID TO HAVE BEEN REPAIRED THAT AFTERNOON.
HOWEVER, NO EVIDENCE WAS FOUND TO SUGGEST THE FABRIC ON THE WING WAS REMOVED FOR INSPECTION OF STRUCTURAL DAMAGE.
IT WAS NOT DETERMINED IF THE FLIGHT WAS FOR PERSONAL OR INSTRUCTIONAL PURPOSES.
```

Brief of Accident (Continued)

File No. - 1696   9/29/85   POST FALLS,ID   A/C Reg. No. NONE   Time (Lcl) - 1119 PDT

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   MANEUVERING

Finding(s)
1. WING,SPAR - PREVIOUS DAMAGE
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION,COMPLACENCY - PILOT IN COMMAND
4. WING,SPAR - FAILURE,TOTAL
5. MAINTENANCE,MAJOR REPAIR - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 1707      7/22/85    SHELBYVILLE,IL            A/C Reg. No. N67EZ              Time (Lcl) - 1545 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                     Injuries
                                                              SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                       Fire             Crew       0        0        0        1
    Flight Conducted Under   -14 CFR 91                       NONE            Pass       0        0        0        1
    Accident Occurred During -LANDING                                         Other      0        0        2        0
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HAZELRIGE VARIEZE          Eng Make/Model - CONTINENTAL O-200        ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   - UNK/NR                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     1                      Rated Power    -     100 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                    Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                        ON AIRSTRIP
      Method          - N/A                        DECATUR,IL
      Completeness    - N/A                      Destination                               Airport Data
    Basic Weather     - VMC                        SAME AS ACC/INC                             SHELBY CO.
      Wind Dir/Speed- 020/008 KTS                                                              Runway Ident     - 36
      Visibility      -   15.0   SM            ATC/Airspace                                    Runway Lth/Wid   -  3900/   75
      Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
      Lowest Ceiling        - 15000 FT BROKEN     Type of Clearance   - NONE                   Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
      Precipitation         - NONE                                      FULL STOP
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     69                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                              Current      - YES          Total      -    1500        Last 24 Hrs -       1
         SE LAND                              Months Since -  2           Make/Model-    1500        Last 30 Days- UNK/NR
         GLIDER                               Aircraft Type - UNK/NR      Instrument- UNK/NR         Last 90 Days-      10
                                                                          Multi-Eng - UNK/NR         Rotorcraft    - UNK/NR

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE GYROPLANE WAS RUNNING UP ON THE END OF THE RWY WHEN THE VARIEZE LANDED ON TOP OF HIM, STRIKING THR ROTOR SYSTEM.
THE VARIEZE FLEW A NON=STD FLT PATTERN & DID NOT MAKE A RADIO CALL IN THE TRAFFIC PATTERN.
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Brief of Accident (Continued)

File No. - 1707   7/22/85   SHELBYVILLE,IL   A/C Reg. No. N67EZ   Time (Lcl) - 1545 CDT

Occurrence	IN FLIGHT COLLISION WITH OBJECT
Phase of Operation	LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1707       7/22/85     SHELBYVILLE,IL             A/C Reg. No. N2260N             Time (Lcl) - 1545 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                      Fire                  Crew     0        0        1       0
      Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        0        1       0
      Accident Occurred During   -STANDING                                            Other    0        0        0       2
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     -- FRANK H MARCHETTI AVENGER GYRO Eng Make/Model - LYCOMING O-320       ELT Installed/Activated - NO -N/A
      Landing Gear   - TRICYCLE-FIXED                  Number Engines -  1                     Stall Warning System - NO
      Max Gross Wt   - UNK/NR                          Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                         Rated Power    -      150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                 Airport Proximity
      Wx Briefing        - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRSTRIP
        Method           - N/A                         SAME AS ACC/INC
        Completeness     - N/A                      Destination                              Airport Data
      Basic Weather      - VMC                         LOCAL                                   SHELBY CO
        Wind Dir/Speed- 020/008 KTS                                                            Runway Ident      - 36
        Visibility       -     15.0    SM           ATC/Airspace                               Runway Lth/Wid    -  3900/    75
        Lowest Sky/Clouds  -       3000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface    - ASPHALT
        Lowest Ceiling           - 15000 FT BROKEN    Type of Clearance   - NONE               Runway Status     - DRY
        Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
        Precipitation            - NONE
        Condition of Light       - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                            Age -     41                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                    Current         - NO      Total      -     218      Last 24 Hrs -       2
          SE LAND                                    Months Since    - UNK/NR  Make/Model-      138      Last 30 Days- UNK/NR
          GYROPLANE                                  Aircraft Type   - UNK/NR  Instrument- UNK/NR        Last 90 Days-       7
                                                                               Multi-Eng - UNK/NR        Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE GYROPLANE WAS RUNNING UP ON THE END OF THE RWY WHEN THE VARIEZE LANDED ON TOP OF HIM, STRIKING THE ROTOR SYSTEM.
THE VARIEZE FLEW A NON-STID FLT PATTERN & DID NCT MAKE A RADIO CALL IN THE TRAFFIC PATTERN
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Brief of Accident (Continued)

File No. - 1707 7/22/85 SHELBYVILLE,IL A/C Reg. No. N2260N Time (Lcl) - 1545 CDT

Occurrence	IN FLIGHT COLLISION WITH OBJECT
Phase of Operation	STANDING - ENGINE(S) OPERATING

Finding(s)
1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. JUDGEMENT - POOR - PILOT OF OTHER AIRCRAFT
4. RADIO COMMUNICATIONS - NOT USED - PILOT OF OTHER AIRCRAFT
5. PLANNED APPROACH - POOR - PILOT OF OTHER AIRCRAFT
6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1705        7/25/85    VALPARAISO,IN             A/C Reg. No. N2071K              Time (Lcl) - 1200 CDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                        Fire                   Crew      0        0        0        1
    Flight Conducted Under   -14 CFR 91                        NONE                  Pass      0        0        0        0
    Accident Occurred During -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - LUSCOMBE 8A                 Eng Make/Model - CONTINENTAL A-65-8      ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    1260                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                      Rated Power    -      65 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRSTRIP
      Method         - N/A                          FINDLAY,OH
      Completeness   - N/A                        Destination                            Airport Data
    Basic Weather    - VMC                          SAME AS ACC/INC                        PORTER CO. MUNI.
      Wind Dir/Speed- 200/012 KTS                                                          Runway Ident      - 27
      Visibility     -    6.0   SM              ATC/Airspace                               Runway Lth/Wid    -  6000/  150
      Lowest Sky/Clouds -                         Type of Flight Plan - NONE               Runway Surface    - ASPHALT
      Lowest Ceiling        -   4000 FT BROKEN    Type of Clearance   - NONE               Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                      FULL STOP
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -      47              Medical Certificate - EXPIRED
     Certificate(s)/Rating(s)          Biennial Flight Review              Flight Time (Hours)
        PRIVATE                          Current        - YES      Total       -   674       Last 24 Hrs -       2
        SE LAND                          Months Since   - 48       Make/Model-     402       Last 30 Days- UNK/NR
                                         Aircraft Type  - UNK/NR   Instrument-      11       Last 90 Days-      13

        Instrument Rating(s)   - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER DURING LANDING. THE PLT SAID THAT HE MADE A WHEEL LNDG AND AFTER THE ACFT SLOWED TO 20 MPH
THE TAIL LIFTED AND THE ACFT NOSED OVER.
--------------------------------------------------------------------------------------------------------------------------
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Brief of Accident (Continued)

File No. - 1705 7/25/85 VALPARAISO,IN A/C Reg. No. N2071K Time (Lcl) - 1200 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1699   8/04/85   GRIFFITH,IN   A/C Reg. No. N69370   Time (Lcl) - 1000 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - BEECH A23A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-346-A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 165 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 225/005 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 4000 FT
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
GRIFFITH,IN
Destination
SOUTH BEND,IN

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 88
Make/Model- 1
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

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----Narrative----

THE PREFLIGHT AND TAKEOFF WERE UNEVENTFUL. SHORTLY AFTER TAKEOFF THE PLT EXPERIENCED A PARTIAL PWR LOSS AND DISCOVERED THAT HE COULD NOT MAINTAIN LEVEL FLT. HE THEN PERFORMED A FORCED LANDING IN A FLD. FOLLOWING THE ACCIDENT AN FAA AIRWORTHINESS INSPECTOR EXAMINED THE WRECKAGE AND NOTED NOTHING WRONG WITH THE ENG. THE FOLLOWING COMPONENTS WERE ALDO NOTED TO BE OPERAIONAL: THE ELECTRIC BOOST PUMP, THE ENG DRIVEN FUEL PUMP AND BOTH FUEL TANKS WERE 3/4 FULL OF 100LL AVIATION FUEL. LASTLY, BOTH FUEL SUMPS WERE DRAINED WITH NO NOTICEABLE WATER OR OTHER CONTAMINANTS PRESENT.

Brief of Accident (Continued)

File No. - 1699   8/04/85   GRIFFITH,IN   A/C Reg. No. N6937Q   Time (Lcl) - 1000 CDT

Occurrence #1   LOSS OF POWER
Phase of Operation   CLIMB - TO CRUISE

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                    National Transportation Safety Board
                          Washington, D.C. 20594



                                Brief of Accident

   File No. - 1670       7/27/85     ADMIRE,KS          A/C Reg. No. N1115G           Time (Lcl) - 0855 CDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)    Aircraft Damage                   Injuries
                                                            DESTROYED                Fatal  Serious   Minor    None
     Type of Operation        -PERSONAL                    Fire               Crew     1       0        0        0
     Flight Conducted Under   -14 CFR 91                    NONE              Pass     0       0        0        0
     Accident Occurred During -DESCENT
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - SCHUBERT CASSUTT SPORT     Eng Make/Model - LYCOMING O-290-G4      ELT Installed/Activated - NO -N/A
     Landing Gear  - TAILWHEEL-ALL FIXED        Number Engines -  1                         Stall Warning System - NO
     Max Gross Wt  -    1275                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       1                    Rated Power    -      125 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                             Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                  OFF AIRPORT/STRIP
       Method         - TELEPHONE                   NEWTON,KS
       Completeness   - WEATHER NOT PERTINENT     Destination                         Airport Data
     Basic Weather    - VMC                         OSHKOSH,WI
       Wind Dir/Speed- 120/004 KTS                                                      Runway Ident     - N/A
       Visibility     -    20.0    SM           ATC/Airspace                            Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     6000 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface   - N/A
       Lowest Ceiling       - 25000 FT BROKEN      Type of Clearance   - NONE           Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     42               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                              Current        - UNK/NR      Total       - UNK/NR       Last 24 Hrs - UNK/NR
          SE LAND                              Months Since   - UNK/NR      Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR      Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                            Multi-Eng  - UNK/NR        Rotorcraft   - UNK/NR

          Instrument Rating(s)   - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
AT 0847 CDT, JULY 27, 1985 N1115G RADIOED A NEARBY FSS. THE STATION THAT WAS CALLED WAS CLOSED BUT ANOTHER FSS HEARD THE
CALL. DURING THE TRANSMISSION THE PLT REPORTED THAT HE HAD AN ENG PROBLEM, WAS PUMPING OIL OVERBOARD AND COULD NOT SEE
OUTSIDE BECAUSE THE CANOPY WAS COVERED WITH OIL. THE ACFT CRASHED IN A PASTURE IN A STEEP NOSE DOWN ATTITUDE.
THE ON-SCENE INVESTIGATION REVELAED A HOLE IN THE TOP OF THE CRANKCASE. DISASSEMBLY OF THE ENGINE REVEALED THAT THE #4
INTAKE VALVE WAS BROKEN AND THE #4 PISTON WAS DISINTEGRATED. THE DESIGN OF THE CANOPY IS SUCH THAT IF IT WAS OPENED
IN FLT THE PLT WOULD BE EXPOSED TO THE FULL FORCE OF THE WIND.
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Brief of Accident (Continued)

File No. - 1670   7/27/85   ADMIRE,KS   A/C Reg. No. N1115G   Time (Lcl) - 0855 CDT

Occurrence #1   LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,VALVE - FAILURE,TOTAL
2. ENGINE ASSEMBLY,PISTON - DISINTEGRATED
3. ENGINE ASSEMBLY,CRANKCASE - OVERLOAD
4. FLUID,OIL - SIPHONING

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
5. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DISINTEGRATED
6. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

---Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1700 9/13/85 OLATHE,KS A/C Reg. No. N88DM Time (Lcl) - 0835 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -EXECUTIVE/CORPORATE
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 421B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7500
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTSIO-520-H
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 080/017 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - 600 FT
Lowest Ceiling - 600 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
BUTLER,MO

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
JOHNSON CITY EXEC
Runway Ident - 35
Runway Lth/Wid - 4099/ 75
Runway Surface - ASPHALT
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-421

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4783
Make/Model- 213
Instrument- 395
Multi-Eng - 2769
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 93

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING THE TAKEOFF ROLL ON AN IFR FLT, THE RIGHT ENG LOST PWR AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE END OF THE RWY, ACROSS TWO DITCHES, ONE ROAD, THROUGH A FENCE AND STRUCK A POST IN A FLD. DURING POST ACCIDENT TESTS, THE RIGHT ENG WOULD RUN ONLY WHEN IT WAS PRIMED WITH FUEL. THE EXACT PART OF THE FUEL SYSTEM THAT MALFUNCTIONED COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1700 9/13/85 OLATHE,KS A/C Reg. No. N88DM Time (Lcl) - 0835 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. FUEL SYSTEM - FAILURE,TOTAL

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
2. TERRAIN CONDITION - DITCH
3. TERRAIN CONDITION - HIGH TERRAIN

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 1618        9/15/85    EMPORIA,KS                A/C Reg. No. N61624            Time (Lcl) - 1230 CDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                     Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                       Fire               Crew      0        0        0        1
    Flight Conducted Under   -14 CFR 91                       NONE              Pass      0        0        0        3
    Accident Occurred During -APPROACH
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172M              Eng Make/Model - LYCOMING O-320-E2D       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   2300                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     4                    Rated Power    -    150 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing       - NWS                     Last Departure Point                      ON AIRPORT
      Method          - TV/RADIO                  SAME AS ACC/INC
      Completeness    - PARTIAL,LMTD BY PILOT   Destination                             Airport Data
    Basic Weather     - VMC                       LOCAL                                   EMPORIA MUNI
      Wind Dir/Speed- 150/010 KTS                                                         Runway Ident      - 18
      Visibility    -     7.0    SM           ATC/Airspace                                Runway Lth/Wid    -  4950/  100
      Lowest Sky/Clouds  -      25000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface    - ASPHALT
      Lowest Ceiling          - NONE            Type of Clearance   - NONE                Runway Status     - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     32          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
       PRIVATE                                Current        - YES      Total       -     66        Last 24 Hrs -      1
       SE LAND                                Months Since   -  3       Make/Model-       64        Last 30 Days- UNK/NR
                                              Aircraft Type - C-172M    Instrument-        2        Last 90 Days-      7

       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
TWO PLTS WERE ON BOARD. THE LT SEAT PLT WAS MAKING THE LANDING WHEN A GUST OF WIND CAUSED THE ACFT TO BECOME MISALIGNED
WITH THE RWY. THE RT SEAT PLT TOOK CONTROL OF THE ACFT AND ATTEMPTED A GO-AROUND. THE RT SEAT PLT SAID HE AIMED FOR A
CLEAR SPOT BTW TREES TO CLIMB THROUGH BUT THE HORIZONTAL STABILIZER HIT A TREE AND THE ACFT CRASHED.

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Brief of Accident (Continued)

File No. - 1618 9/15/85 EMPORIA,KS A/C Reg. No. N61624 Time (Lcl) - 1230 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. RELINQUISHING OF CONTROL - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
5. OBJECT - TREE(S)
6. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6

Factor(s) relating to this accident is/are finding(s) 1

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                    National Transportation Safety Board
                          Washington, D.C. 20594


                              Brief of Accident

     File No. - 1767       7/17/85    STANTON,KY          A/C Reg. No. N3150T          Time (Lcl) - 1715 EDT
-------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                  Injuries
                                                              NONE                Fatal    Serious    Minor    None
     Type of Operation        -PERSONAL                     Fire            Crew    0         0         0        1
     Flight Conducted Under   -14 CFR 91                      NONE          Pass    0         0         0        1
     Accident Occurred During -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 177              Eng Make/Model - LYCOMING O-320 SERIES    ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2500                 Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                  Rated Power    -    150 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                          Airport Proximity
     Wx Briefing     - FSS                        Last Departure Point               ON AIRPORT
       Method        - TELEPHONE                    FRANKFORT,KY
       Completeness  - PARTIAL,LMTD BY PILOT      Destination                      Airport Data
     Basic Weather   - VMC                          LOCAL                            STANTON
       Wind Dir/Speed-  009 KTS                                                      Runway Ident     - UNK/NR
       Visibility    -    7.0   SM              ATC/Airspace                         Runway Lth/Wid   -  3000/    75
       Lowest Sky/Clouds  -    4000 FT SCATTERED  Type of Flight Plan - NONE         Runway Surface   - ASPHALT
       Lowest Ceiling       - NONE                Type of Clearance   - NONE         Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation        - NONE
       Condition of Light   - DAWN
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -     34           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review            Flight Time (Hours)
         PRIVATE                            Current        - UNK/NR   Total      -    55       Last 24 Hrs - UNK/NR
         SE LAND                            Months Since  -  3        Make/Model-     10       Last 30 Days- UNK/NR
                                            Aircraft Type - 150       Instrument-      0       Last 90 Days-      5


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACCIDENT OCCURED AS THE STUDENT PILOT WAS ATTEMPTING TO TAKEOFF FOR HOVER TRAINING. AS THE PILOT WAS APPLYING
COLLECTIVE TORQUE, THE STUDENT SAID, HE LOST CONTROL AND CRASHED. THERE WERE NO SYSTEM MALFUNCTIONS OR FAILURES
REPORTED.

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Brief of Accident (Continued)

File No. - 1767 7/17/85 STANTON,KY A/C Reg. No. N3150T Time (Lcl) - 1715 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLIGHT AND NAVIGATION INSTRUMENTS - IMPROPER USE OF - PILOT IN COMMAND
2. LEVEL OFF - PREMATURE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. ABORTED TAKEOFF - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                        National Transportation Safety Board
                             Washington, D.C. 20594



                                Brief of Accident

   File No. - 1623     9/27/85   BOWLING GREEN,KY        A/C Reg. No. N8450K          Time (Lcl) - 1958 EDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                            SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire              Crew        0        0        1        0
    Flight Conducted Under     -14 CFR 91                   NONE              Pass        0        0        2        0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-181         Eng Make/Model - LYCOMING O-360-A4M      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    2550                 Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                 Rated Power     -      180 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                    OFF AIRPORT/STRIP
      Method         - N/A                      SAVANAH,GA
      Completeness   - N/A                   Destination                           Airport Data
    Basic Weather    - VMC                      BOWLING GREEN,KY
      Wind Dir/Speed- CALM                                                           Runway Ident     - N/A
      Visibility     -     7.0   SM        ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - NONE             Runway Surface   - N/A
      Lowest Ceiling        - NONE            Type of Clearance   - NONE             Runway Status    - N/A
      Obstructions to Vision- NONE            Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - NIGHT(DARK)
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     30             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review               Flight Time (Hours)
       PRIVATE                              Current       - YES        Total      -    184       Last 24 Hrs - UNK/NR
       SE LAND                              Months Since  - 16         Make/Model-      25       Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR     Instrument-       3       Last 90 Days-      8


       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING IN A CORN FIELD FOLLOWING A LOSS OF PWR 5 MILES FROM THE
DESTINATION ARPT. THE PLT REPORTED TO BOWLING GREEN FSS THAT HE WAS "OUT OF GAS" AT AN ALT OF 3000 FT. POST ACCIDENT
EXAMINATION DISCLOSED A TOTAL OF 24 OZS OF FUEL ON BOARD THE ACFT AT THE ACCIDENT SITE.

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                                           Brief of Accident (Continued)

     File No. - 1623       9/27/85    BOWLING GREEN,KY           A/C Reg. No. N8450K              Time (Lcl) - 1958 EDT
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Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     CRUISE

Finding(s)
  1. FLUID,FUEL - EXHAUSTION
  2.   PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
  4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
-------------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  5. TERRAIN CONDITION - CROP
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 5
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                    National Transportation Safety Board
                         Washington, D.C. 20594



                              Brief of Accident

   File No. - 1743       9/28/85    WINCHESTER,KY            A/C Reg. No. N9308F            Time (Lcl) - 1730 EDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                Fire                  Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                     NONE                  Pass     0        0        0        0
    Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HUGHES 269A                 Eng Make/Model - LYCOMING O-360-C20        ELT Installed/Activated - UNK/NR
    Landing Gear   - SKID                        Number Engines -  1                           Stall Warning System - NO
    Max Gross Wt   -     1550                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -        2                    Rated Power    -     180 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      UNK/NR
      Method         - N/A                          WINCHESTER,KY
      Completeness   - N/A                        Destination                             Airport Data
    Basic Weather    - VMC                          LOCAL
      Wind Dir/Speed-                                                                      Runway Ident    - N/A
      Visibility     -    10.0    SM           ATC/Airspace                                Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE               Runway Surface  - N/A
      Lowest Ceiling        - NONE                Type of Clearance   - NONE               Runway Status   - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      37            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
       STUDENT                                 Current          N/A        Total      -       20          Last 24 Hrs - UNK/NR
                                               Months Since   - N/A        Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                               Aircraft Type  - N/A        Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                           Multi-Eng - UNK/NR            Rotorcraft   - UNK/NR

       Instrument Rating(s)   - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACCIDENT OCCURRED AS THE STUDENT PILOT WAS ATTEMPTING TO TAKEOFF FOR HOVER TRAINING. AS THE PILOT WAS
APPLYING COLLECTIVE TORQUE, THE STUDENT SAID, HE LOST CONTROL AND CRASHED. THERE WERE NO SYSTEM MALFUNCTIONS
OR FAILURES REPORTED.

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File No. - 1743 9/28/85 WINCHESTER,KY A/C Reg. No. N9308F Time (Lcl) - 1730 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)
1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
2. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

      File No. - 1711      10/03/85     LONDON,KY               A/C Reg. No. N20273           Time (Lcl) - 1808 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation           -BUSINESS                     Fire                  Crew      0         0         1         0
     Flight Conducted Under      -14 CFR 91                     NONE                 Pass      0         0         1         0
     Accident Occurred During    -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 172                 Eng Make/Model - LYCOMING O-320-E2D       ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    2300                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -     4                      Rated Power     -     160 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing       - UNK/NR                    Last Departure Point                       OFF AIRPORT/STRIP
       Method          - UNK/NR                      UNK/NR
       Completeness    - UNK/NR                   Destination                              Airport Data
     Basic Weather     - IMC                         UNK/NR                                   LONDON
       Wind Dir/Speed- CALM                                                                   Runway Ident      - 05
       Visibility     -      2.000 SM            ATC/Airspace                                 Runway Lth/Wid    -  6000
       Lowest Sky/Clouds  -        600 FT          Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
       Lowest Ceiling          - OVERCAST          Type of Clearance   - NONE                 Runway Status     - N/A
       Obstructions to Vision- FOG                 Type Apch/Lndg      - ASR
       Precipitation           - NONE                                    FORCED LANDING
       Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      36          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                 Current        - YES       Total      -      562         Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since   - 12        Make/Model-       15          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-        5          Last 90 Days-      63


         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CRASHED DURING A FORCED LANDING AFTER FUEL EXHAUSTION DURING A X-COUNTRY FLT. THE PLT HAD ENCOUNTERED WX AND
IN ATTEMPTING TO REACH AN ALTERNATE ARPT THE ACFT RAN OUT OF FUEL. THE PLT WAS NOT INSTRUMENT RATED AND THE WX
AT LONDON WAS 600 FT OVERCAST WITH VISIBILITY 2 MILES IN FOG AT THE TIME OF THE ACCIDENT. THE FUEL DRAINED FROM THE
ACFT AFTER THE ACCIDENT WAS 1 QT FROM THE LEFT TANK WHICH WAS IN USE AT THE TIME OF THE ACCIDENT. THE PLT REPORTED
THAT HE RAN THE RT TANK DRY EN ROUTE.

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Brief of Accident (Continued)

File No. - 1711   10/03/85   LONDON,KY   A/C Reg. No. N20273   Time (Lcl) - 1809 EDT

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - NIGHT
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   MANEUVERING

Finding(s)
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1613        3/19/85     MONROE,LA                    A/C Reg. No. N2207Y              Time (Lcl) - 1512 CST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                   SUBSTANTIAL                   Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                        Fire                    Crew     0         0         0         1
      Flight Conducted Under     -14 CFR 91                        NONE                   Pass     0         0         0         0
      Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 177                    Eng Make/Model - LYCOMING O-360           ELT Installed/Activated - NO -N/A
      Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2350                       Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                       Rated Power    -     180 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                         BASTROP,LA
        Completeness   - N/A                       Destination                             Airport Data
      Basic Weather    - VMC                         SAME AS ACC/INC
        Wind Dir/Speed- 140/011 KTS                                                          Runway Ident     - N/A
        Visibility     -    10.0   SM              ATC/Airspace                              Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
        Lowest Ceiling        - NONE                 Type of Clearance   - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      33           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
          STUDENT                                 Current       - N/A       Total      -      60        Last 24 Hrs -      1
                                                  Months Since  - N/A       Make/Model-        3        Last 30 Days- UNK/NR
                                                  Aircraft Type - N/A       Instrument-        1        Last 90 Days-      3


          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
APRX 15 MINS AFTER DEPARTURE, ON FINAL APCH TO MONROE REGIONAL ARPT THE ENG LOST PWR DUE TO FUEL EXHAUSTION. DURING
THE FORCED LANDING THE ACFT STRUCK CABLE TV LINES AND TREES CAUSING A RIGHT YAW AND UNCONTROLLED DESCENT TO THE GROUND.
THE STUDENT PLT STATED THAT THE ACCIDENT COULD HAVE BEEN PREVENTED IF HE HAD VISUALLY CHECKED THE FUEL TANKS PRIOR
TO DEPARTURE.

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Brief of Accident (Continued)

File No. - 1613   3/19/85   MONROE,LA   A/C Reg. No. N2207Y   Time (Lcl) - 1512 CST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. OBJECT - WIRE,TRANSMISSION
5. OBJECT - TREE(S)

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
6. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1606       4/14/85    PATTERSON,LA              A/C Reg. No. N808W             Time (Lcl) - 2055 CST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                    Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                      Fire                    Crew      0        0        0        2
     Flight Conducted Under     -14 CFR 91                      NONE                   Pass      0        0        0        2
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MITSUBISHI MU2J              Eng Make/Model - GARRETT TPE331-6-251M    ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                         Stall Warning System - YES
     Max Gross Wt   -   10800                      Engine Type    - TURBOPROP
     No. of Seats   -      11                      Rated Power    -     724 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing      - NWS                        Last Departure Point                      ON AIRPORT
       Method         - ACFT RADIO                   HOUSTON,TX
       Completeness   - FULL                      Destination                             Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                          PATTERSON
       Wind Dir/Speed- CALM                                                                  Runway Ident     - 22
       Visibility     -   20.0   SM              ATC/Airspace                                Runway Lth/Wid   -  4500/  100
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - VFR                 Runway Surface   - WATER
       Lowest Ceiling         - NONE               Type of Clearance   - VFR                 Runway Status    - WATER-CALM
       Obstructions to Vision- GROUND FOG          Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - NIGHT(BRIGHT)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     62          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        ATP                                   Current        - YES      Total      -  12070        Last 24 Hrs -       6
        SE LAND,ME LAND                       Months Since   - 13       Make/Model-    2500        Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR   Instrument-    2330        Last 90 Days-      18
                                                                        Multi-Eng -    9920

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
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ON VISUAL FINAL APCH TO THE ARPT AT NIGHT THE ACFT ENTERED GROUND FOG. REFLECTION OF THE LANDING LIGHTS IN THE FOG WAS DISTRACTING. THE ACFT LANDED IN THE ADJACENT SEAPLANE LANDING AREA INSTEAD OF ON THE HARD SURFACE RWY. A SUBSEQUENT INSPECTION OF THE APRT DISCLOSED DIFFERENCIATION BTW THE COLORED LIGHTS OF THE WATERWAY AND THE WHITE LIGHTS ON THE RWY WAS ONLY EFFECTIVE WHEN BOTH SETS OF LIGHTS WERE VISIBLE, A CONDITION WHICH IS LESS LIKELY TO OCCUR WHEN IT IS MOST NEEDED; I.E. IN CONDITIONS OF REDUCED VISIBILITY OR AT LOWER ALTITUDES ABOVE THE GROUND. THE INSPECTION ALSO REVEALED THE WATERWAY LIGHTS WERE BRIGHTER; THE INTENSITY OF THE RWY LIGHTS COULD NOT BE CHANGED BY RADIO.

Brief of Accident (Continued)

File No. - 1606 4/14/85 PATTERSON,LA A/C Reg. No. N808W Time (Lcl) - 2055 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING

Finding(s)
1. WEATHER CONDITION - FOG

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - INADEQUATE
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. IMPROPER DECISION,INFORMATION UNCLEAR - PILOT IN COMMAND
5. TERRAIN CONDITION - WATER,GLASSY
6. LIGHT CONDITION - NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1631       4/29/85    GIBSON,LA                  A/C Reg. No. N4691E           Time (Lcl) - 1130 CDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
       Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                    Injuries
       Name of Carrier           -CHARLIE HAMMOND'S FLYING         SUBSTANTIAL              Fatal   Serious   Minor    None
       Type of Operation         -NON SCHED,DOMESTIC,PASSENGER    Fire              Crew      0        0        0        1
       Flight Conducted Under    -14 CFR 135                       NONE             Pass      0        0        0        2
       Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
       Make/Model     - CESSNA A185F             Eng Make/Model - CONTINENTAL IO-520-D     ELT Installed/Activated - YES/NO
       Landing Gear   - AMPHIBIAN                Number Engines -  1                          Stall Warning System - YES
       Max Gross Wt   -    3100                  Engine Type    - RECIP-FUEL INJECTED
       No. of Seats   -     6                    Rated Power    -    300 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
     Weather Data                            Itinerary                               Airport Proximity
       Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                  OFF AIRPORT/STRIP
         Method        - N/A                       HOUMA,LA
         Completeness  - N/A                     Destination                          Airport Data
       Basic Weather   - VMC                       SAME AS ACC/INC
         Wind Dir/Speed- 165/005 KTS                                                    Runway Ident     - N/A
         Visibility    -     4.000 SM         ATC/Airspace                              Runway Lth/Wid   - N/A
         Lowest Sky/Clouds  -      1500 FT SCATTERED  Type of Flight Plan - NONE        Runway Surface   - WATER
         Lowest Ceiling        - NONE          Type of Clearance   - NONE               Runway Status    - WATER-CALM
         Obstructions to Vision- NONE          Type Apch/Lndg      - TRAFFIC PATTERN
         Precipitation         - NONE                                FULL STOP
         Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                    Age -     34             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        Certificate(s)/Rating(s)          Biennial Flight Review                 Flight Time (Hours)
           COMMERCIAL                        Current       - YES       Total       -    1034      Last 24 Hrs -       1
           SE SEA                            Months Since  - 10        Make/Model-       645      Last 30 Days- UNK/NR
                                             Aircraft Type - C-A185F   Instrument-        47      Last 90 Days-     263


           Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE AMPHIBIAN ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT COLLIDED WITH A TREE WHILE LANDING ON AN OIL FIELD SERVICE CANAL.
THE PLT STATED THAT HE LANDED LONG AND FAST AND AS A RESULT HE WAS UNABLE TO NEGOTIATE THE SECOND HALF OF AN "S" TURN
IN THE CANAL. THE LEFT WING SUBSEQUENTLY STRUCK A TREE ON THE BANK.

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Brief of Accident (Continued)

File No. - 1631 4/29/85 GIBSON,LA A/C Reg. No. N4691E Time (Lcl) - 1130 CDT

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Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - TREE(S)
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 1634      5/04/85    OPELOUSAS,LA             A/C Reg. No. N790D            Time (Lcl) - 1130 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL               Fatal    Serious   Minor     None
    Type of Operation          -PERSONAL                      Fire                 Crew    0         0         1         0
    Flight Conducted Under     -14 CFR 91                      NONE                Pass    0         0         0         0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - DEMPSEY QUICKIE             Eng Make/Model  - ONAN 22                  ELT Installed/Activated - NO -N/A
    Landing Gear    - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt    -     300                     Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       1                     Rated Power     -      22 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
      Method        - N/A                          SAME AS ACC/INC
      Completeness  - N/A                       Destination                               Airport Data
    Basic Weather   - VMC                          SAME AS ACC/INC                          ST. LANDRY
      Wind Dir/Speed- 290/005 KTS                                                           Runway Ident      - N/A
      Visibility    -     7.0   SM             ATC/Airspace                                 Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface    - DIRT
      Lowest Ceiling        - NONE                Type of Clearance   - NONE                Runway Status     - WET
      Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING                          SOFT
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      70              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review               Flight Time (Hours)
        PRIVATE                                Current       - YES         Total      -    2471         Last 24 Hrs -       2
        SE LAND                                Months Since  - 13          Make/Model-       68         Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR      Instrument-        0         Last 90 Days-       8

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING PREFLIGHT, THE PLT ESTIMATED THAT HE HAD ABOUT 2.5 HRS OF FUEL ACCORDING TO THE GAGE. AFTER 1.5 HRS OF FLT, THE
ENG QUIT IN CRUISE FLT DUE TO FUEL EXHAUSTION. THE ACFT NOSED OVER DURING THE SUBSEQUENT FORCED LANDING IN A FLD.

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Brief of Accident (Continued)

File No. - 1634 5/04/85 OPELOUSAS,LA A/C Reg. No. N790D Time (Lcl) - 1130 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - WET
4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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                    National Transportation Safety Board
                         Washington, D.C. 20594



                              Brief of Accident

   File No. - 1687      7/12/85    PATTERSON,LA            A/C Reg. No. N9905N          Time (Lcl) - 1308 CDT
-------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                               SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -BUSINESS                      Fire              Crew       0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE             Pass       0        0        0        1
    Accident Occurred During   -TAXI                                            Other      0        0        1        1
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA A185F               Eng Make/Model - CONTINENTAL IO-520-D     ELT Installed/Activated - YES/NO
    Landing Gear   - FLOAT                      Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3100                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                    Rated Power    -     300 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                        VERMILLION,LA
      Completeness   - N/A                     Destination                              Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC
      Wind Dir/Speed- 180/005 KTS                                                         Runway Ident     - N/A
      Visibility     -      7.0   SM          ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE                Runway Surface   - WATER
      Lowest Ceiling          - NONE            Type of Clearance   - NONE                Runway Status    - WATER-CALM
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE                                  FULL STOP
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     45          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                              Current        - YES      Total        -    1840        Last 24 Hrs -       2
        SE SEA                                  Months Since  -  3        Make/Model-       444         Last 30 Days- UNK/NR
                                                Aircraft Type - C-A185F   Instrument-        35         Last 90 Days-     115


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT WAS RAMMED BY A SPEED BOAT AFTER IT HAD LANDED ON A CANAL AND WAS WATER
TAXIING TO ITS TIE DOWN AREA. THE BOAT CAME OUT OF A CROSSING CANAL AT HIGH SPEED AND STRUCK THE AMPHIB IN THE AREA
OF THE LEFT FLOAT. THE BOAT OPERATOR STATED THAT HE EXITED THE CANAL AT HIGH SPEED IN ORDER TO CLEAR SOME SHALLOW
WATER AND THAT HE DID NOT SEE THE ACFT DUE TO TREES EXTENDING INTO THE MAIN CANAL.

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Brief of Accident (Continued)

File No. - 1687 7/12/85 PATTERSON,LA A/C Reg. No. N9905N Time (Lcl) - 1308 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) _

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                                Washington, D.C. 20594


                                   Brief of Accident

     File No. - 1629       8/20/85    FARMERVILLE,LA             A/C Reg. No. N805CP            Time (Lcl) - 1445 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                     Injuries
                                                                   SUBSTANTIAL               Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                        Fire                 Crew      0        0          0        1
     Flight Conducted Under     -14 CFR 91                         NONE               Pass      0        0          0        0
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-24-250            Eng Make/Model - LYCOMING O-540-A1A5      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2900                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                    Rated Power     -      250 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                        OFF AIRPORT/STRIP
       Method         - N/A                        FARMERVILLE,LA
       Completeness   - N/A                     Destination                                Airport Data
     Basic Weather    - VMC                        WINNSBORO,LA
       Wind Dir/Speed- 150/003 KTS                                                          Runway Ident     - N/A
       Visibility     -     10.0    SM          ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling          - NONE              Type of Clearance    - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg       - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -      38             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                   Current          - YES     Total      -     840          Last 24 Hrs -      1
        SE LAND                                   Months Since  -  2         Make/Model-      30          Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR     Instrument-       0          Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT TOOK OFF AND STARTED HIS CLIMBOUT WITH THE FUEL SELECTOR ON A FUEL TANK WHICH WAS VIRTUALLY EMPTY. THE ENG
STOPPED REACHING AN ALT OF 200 FEET AGL. THE PLT MADE FORCED LANDING IN TREES. THERE WAS AN AMPLE SUPPLY OF FUEL
(ABOUT 70 GALLONS) DISTRIBUTED BETWEEN THE OTHER THREE FUEL TANKS; HOWEVER, THERE WAS NOT ADEQUATE TIME TO SWITCH THE
SELECTOR VALVE AND GET A RESTART BEFORE IMPACT OCCURRED.

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                                   Brief of Accident (Continued)

      File No. - 1629      8/20/85    FARMERVILLE,LA            A/C Reg. No. N8050P            Time (Lcl) - 1445 CDT
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Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. FLUID,FUEL - STARVATION
  2.   AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
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Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
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Occurrence #3          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     DESCENT - EMERGENCY
  4. OBJECT - TREE(S)
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Occurrence #4          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1680 8/23/85 OAK RIDGE,LA A/C Reg. No. N3656N Time (Lcl) - 1425 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - AIR TRACTOR AT-400
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6600
No. of Seats - 1

Eng Make/Model - P&W PT6-15
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - 680 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 6300
Make/Model- 3
Instrument- 0
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 348

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THE ACFT "SAGGED" (SETTLED) DURING AN AERIAL APPLICATION MANEUVER AND HE LEVELED THE WINGS TO LET IT RECOVER. HOWEVER, HE DID NOT ADD POWER, FLAPS, OR DUMP THE LOAD OF ALMOST 300 GALLONS OF SPRAY MATERIAL HE WAS CARRYING SINCE HE THOUGHT IT WOULD REGAIN ITS LIFT IN A MOMENT. THE CONDITION DETERIORATED EVEN FURTHER UNTIL IMPACT WITH THE GROUND OCCURRED.

Brief of Accident (Continued)

File No. - 1680 8/23/85 OAK RIDGE,LA A/C Reg. No. N3653N Time (Lcl) - 1425 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
3. STALL/MUSH

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1678   9/05/85   PORT SULPHUR,LA   A/C Reg. No. N5513E   Time (Lcl) - 0930 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	2

----Aircraft Information----

Make/Model - CESSNA A185F
Landing Gear - FLOAT
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
CROWN POINT,LA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER-CALM

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 35
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 749
Make/Model- 675
Instrument- 3
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 112
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED HE INITIATED HIS WATER TAKEOFF RUN ON A CANAL WHICH HAD A LEFT BEND. WHEN HE ROUNDED THE BEND HE OBSERVED A 15-20 FOOT HIGH PILING (POST) IN THE MIDDLE OF THE CANAL AND A PENINSULA OF LAND ABOUT 300 YARDS BEYOND THE PILING. HE STEERED TO THE RIGHT OF THE PILING AND CONTINUED THE TAKEOFF RUN ROTATING FOR TAKEOFF WITHIN 50 FT OF THE PENINSULA. THE NOSE LIFTED, HOWEVER, THE REAR END OF THE ACFT'S FLOATS CONTACTED THE GROUND AND PITCHED THE NOSE TO A DOWNWARD POSITION. THE ACFT THEN FLIPPED INVERTED AND STOPPED.

File No. - 1678 9/05/85 PORT SULPHUR,LA A/C Reg. No. N5513E Time (Lcl) - 0930 CDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. TERRAIN CONDITION - DIRT BANK
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

Brief of Accident

File No. - 1715 9/13/85 CATAHOULA,LA A/C Reg. No. N333WL Time (Lcl) - 1100 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	1	1	0	0

----Aircraft Information----

Make/Model - CESSNA A185F
Landing Gear - FLOAT
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA
HELICOPTER

Age - 45
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	3958	Last 24 Hrs -	3
Make/Model-	2877	Last 30 Days-	UNK/NR
Instrument-	395	Last 90 Days-	137
Multi-Eng -	558	Rotorcraft -	2150

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT TOOK OFF FROM A BAYOU WITH INADEQUATE DISTANCE TO CLIMB ABOVE THE TREES GROWING ALONG EACH SIDE BEFORE THE BAYOU MADE AN APRX 120-DEG RIGHT TURN. IN ORDER TO AVOID COLLISION WITH THE TREES THE PLT ENTERED A STEEP BANKED RIGHT TURN TO FOLLOW THE BAYOU. WHILE IN THE STEEP TURN THE ACFT STALLED AND SNAPPED SHARPLY TO THE LEFT. IT THEN IMPACTED TREES ALONG THE RIGHT BANK OF THE BAYOU AND THEN THE BANK ITSELF. THE ACFT CAME TO REST INVERTED AND PARTIALLY SUBMERGED IN THE BAYOU.

File No. - 1715 9/13/85 CATAHOULA,LA A/C Reg. No. N333WL Time (Lcl) - 1100 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OSTENTATIOUS DISPLAY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
3. OBJECT - TREE(S)
4. LIGHT CONDITION - DAYLIGHT

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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       File No. - 1630      10/10/85    INTRACOASTALCTY,LA         A/C Reg. No. N21RH             Time (Lcl) - 2000 CDT
-------------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                   SUBSTANTIAL                    Fatal     Serious    Minor     None
      Type of Operation          -AERIAL APPLICATION              Fire                 Crew      0         0          0         1
      Flight Conducted Under     -14 CFR 91                        NONE                Pass      0         0          0         1
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - CESSNA A185E                  Eng Make/Model - CONTINENTAL IO-520-D     ELT Installed/Activated - YES/NO
      Landing Gear  - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt  -   3300                        Engine Type    - RECIP-FUEL INJECTED
      No. of Seats  -      6                        Rated Power    -    300 HP
-------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                Airport Proximity
      Wx Briefing     - UNK/NR                      Last Departure Point                     OFF AIRPORT/STRIP
        Method        - UNK/NR                        ABBEVILLE,LA
        Completeness  - UNK/NR                     Destination                            Airport Data
      Basic Weather   - VMC                           LOCAL
        Wind Dir/Speed- UNK/NR                                                               Runway Ident    - N/A
        Visibility    -   10.0  SM                ATC/Airspace                               Runway Lth/Wid  - N/A
        Lowest Sky/Clouds -   CLEAR                 Type of Flight Plan - NONE               Runway Surface  - N/A
        Lowest Ceiling      - NONE                  Type of Clearance   - NONE               Runway Status   - N/A
        Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
        Precipitation       - NONE
        Condition of Light  - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     42          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review             Flight Time (Hours)
          COMMERCIAL                               Current        - YES     Total       -  18000        Last 24 Hrs -       1
          SE LAND,ME LAND,SE SEA                   Months Since  -  6       Make/Model-      120        Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR   Instrument-     2315        Last 90 Days-     300
                                                                            Multi-Eng -     2100

          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS SPRAYING FOR MOSQUITO CONTROL DURING THE HOURS OF DARKNESS. HE TURNED TO REVERSE COURSE AND THEN TURNED
ON THE ACFT'S LANDING LIGHT TO CHECK HIS ALTITUDE. HE OBSERVED POWER LINES BUT IT WAS TOO LATE FOR EVASIVE ACTION.
AFTER THE PROP IMPACTED THE LINES A PWR LOSS OCCURRED AND THE PLT MADE AN EMERGENCY LANDING, STRAIGHT AHEAD IN A
PASTURE.

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File No. - 1630 10/10/85 INTRACOASTALCTY,LA A/C Reg. No. N21RH Time (Lcl) - 2000 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. OBJECT - WIRE,TRANSMISSION
4. LIGHT CONDITION - DARK NIGHT

Occurrence #2 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1620       7/11/85    SOUTHBRIDGE,MA            A/C Reg. No. N727MA          Time (Lcl) - 1700 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation         -EXECUTIVE/CORPORATE             Fire               Crew      0        0        0        2
    Flight Conducted Under    -14 CFR 91D                       ON GROUND         Pass      0        0        0        1
    Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - MITSUBISHI MU-2B-26           Eng Make/Model - AIRESEARCH TPE-331-6-252  ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -   10470                       Engine Type    - TURBOPROP
    No. of Seats   -      6                        Rated Power    -     715 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                               Airport Proximity
    Wx Briefing     - UNK/NR                  Last Departure Point                    ON AIRPORT
      Method        - UNK/NR                    MANCHESTER,NH
      Completeness  - UNK/NR                  Destination                           Airport Data
    Basic Weather   - VMC                       SAME AS ACC/INC                        SOUTHBRIDGE
      Wind Dir/Speed- 270/005 KTS                                                      Runway Ident    - 02
      Visibility    -   40.0   SM           ATC/Airspace                               Runway Lth/Wid  -  3500
      Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - IFR                Runway Surface  - ASPHALT
      Lowest Ceiling         - NONE           Type of Clearance   - IFR                Runway Status   - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE                                 FULL STOP
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     58            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
       COMMERCIAL                              Current         - YES     Total      -   6615        Last 24 Hrs - UNK/NR
       SE LAND,ME LAND                         Months Since  -  2        Make/Model-    1006        Last 30 Days- UNK/NR
                                               Aircraft Type - MU-2      Instrument- UNK/NR         Last 90 Days-     39
                                                                         Multi-Eng -    2340        Rotorcraft  - UNK/NR

       Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING LNDG THE ACFT IMPACTED HARD AND SKIDDED DOWN THE RWY BEFORE IT WENT OFF THE LEFT SIDE OF THE RWY. THE LEFT
MAIN WHEEL SEPARTED AND THE NOSE GEAR COLLAPSED. BOTH PLTS STATED THE LNDG APCH WAS NORMAL UNTIL THE ACFT WAS APRX 15 FT
ABOVE THE RWY AT WHICH TIME THE ACFT ABRUPTLY DESCENDED AND IMPACTED HARD WITH THE RWY. PRIOR TO THE IMPACT, THE ACFT
WAS CONFIGURED WITH 20 DEGS OF FLAPS AND LNDG GEAR WAS DOWN AND LOCKED. THE AIRSPEED WAS 105 KTS. EXAMINATION OF THE
ACFT DISCLOSED THAT THE AFT MAIN GEAR DOORS WERE OPEN AND THE NOSE DOWN LOCK LIMIT SWITCH WAS DEFECTIVE. THE SWITCH
IS REQUIRED TO CLOSE THE AFT MAIN GEAR DOOR. THE FLIGHT TEST BY THE MFG DETERMINED THAT OPENED AFT MAIN GEAR DOOR HAS
NONE TO UNNOTICIABLE EFFECT ON STALL SPEED. ACFT SPEED AT TOUCHDOWN BASED ON COMPUTATIONS FROM PROP SLASH MARKS WAS 86
KTS. THE STALL SPEED OF ACFT AT PREVAILING WEIGHT & FLAPS CONFIGURATION IS BELOW THIS SPEED. THE ACFT WEIGHT WAS APRX
9000 LBS.
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Brief of Accident (Continued)

File No. - 1620 7/11/85 SOUTHBRIDGE,MA A/C Reg. No. N727MA Time (Lcl) - 1700 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
1. UNDETERMINED
2. PROPER DESCENT RATE - EXCEEDED -

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LEVEL OFF - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. LANDING GEAR,MAIN GEAR - OVERLOAD
5. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                                        Brief of Accident

     File No. - 1780      11/10/85    WESTFIELD,MA             A/C Reg. No. N58266           Time (Lcl) - 1306 EST
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                     Injuries
                                                                  SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                        Fire                 Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                        NONE                Pass     0        0        0        0
     Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - DORFMAN,WILLIAM A. BEDE 4/275  Eng Make/Model - LYCOMING O-360-A1A       ELT Installed/Activated - NO -N/A
     Landing Gear  - TRICYCLE-FIXED                 Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt  - UNK/NR                         Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       2                        Rated Power    -     180 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                Airport Proximity
     Wx Briefing      - UNK/NR                      Last Departure Point                     ON AIRPORT
       Method         - ACFT RADIO                    WESTFIELD,MA
       Completeness   - WEATHER NOT PERTINENT        Destination                             Airport Data
     Basic Weather    - VMC                            SAME AS ACC/INC                          WESTFIELD MUNICIPAL
       Wind Dir/Speed- 230/010 KTS                                                             Runway Ident    - 20
       Visibility     -    25.0   SM                ATC/Airspace                                Runway Lth/Wid  -  9000/  150
       Lowest Sky/Clouds  -     15000 FT THIN OVC     Type of Flight Plan - NONE                Runway Surface  - ASPHALT
       Lowest Ceiling        -   8000 FT BROKEN       Type of Clearance   - VFR                 Runway Status   - DRY
       Obstructions to Vision- NONE                   Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     46          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                             Current      - YES       Total     -   1714      Last 24 Hrs -       3
        SE LAND                                Months Since - 12        Make/Model-      6      Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR   Instrument-     68      Last 90 Days-      27


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT COLLIDED WITH THE GROUND OFF TO THE SIDE OF THE RUNWAY DURING A TAKEOFF ATTEMPT. THE NOSE GEAR AND
THE MAIN GEAR COLLAPSED DURING THE GROUND CONTACT. THE WIND BLEW THE AIRCRAFT TO THE SIDE WITH A WING RAISED AND BEFORE
RECOVERY AS EFFECTED THE AIRCRAFT STRUCK THE GROUND IN SOFT TERRAIN AND THE GEAR COLLAPSED.

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File No. - 1780   11/10/85   WESTFIELD,MA   A/C Reg. No. N58266   Time (Lcl) - 1306 EST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Occurrence #3   GEAR COLLAPSED
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)

5. LANDING GEAR,NOSE GEAR - OVERLOAD
6. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1758       1/27/85    THREE RIVERS,MI          A/C Reg. No. N5603C            Time (Lcl) - 1600 EST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL               Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire               Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass      0         0         0         0
    Accident Occurred During   -TAXI
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 140A              Eng Make/Model - CONTINENTAL C90 SERIES    ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    1500                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                  Rated Power    -       95 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                    Destination                             Airport Data
    Basic Weather    - VMC                       COREY LAKE,MI
      Wind Dir/Speed- 220/014 KTS                                                        Runway Ident     - N/A
      Visibility     -     8.0   SM          ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -                     Type of Flight Plan - NONE                Runway Surface   - ICE
      Lowest Ceiling          -  3600 FT BROKEN  Type of Clearance   - NONE                Runway Status    - SNOW - DRY
      Obstructions to Vision  NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                     FULL STOP
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     45             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                   Flight Time (Hours)
       PRIVATE                              Current         - YES       Total      -   1030        Last 24 Hrs -       2
       SE LAND                              Months Since   -  4         Make/Model-    750         Last 30 Days- UNK/NR
                                            Aircraft Type - 140A        Instrument-      7         Last 90 Days-      33

       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE SKI EQUIPPED AIRCRAFT WAS TAXIING ON THE FROZEN SURFACE OF THE LAKE WHEN THE TWO BOTTOM BOLTS THAT ATTACHED
THE RIGHT SKI TO THE GEAR LEG FAILED THE OVERLOAD FAILED THE TWO TOP BOLTS AND THE SKI FAILED OUT AND UP AT A
FORTY FIVE DEGREE ANGLE THIS PERMITTED THE GEAR LEG TO DIG INTO THE ICE AND NOSE THE ACFT OVER INVERTED.

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Brief of Accident (Continued)

File No. - 1758 1/27/85 THREE RIVERS,MI A/C Reg. No. N5603C Time (Lcl) - 1600 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. LANDING GEAR,SKI ASSEMBLY - DISCONNECTED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1728        7/16/85    BATTLE CREEK,MI            A/C Reg. No.  IFROG             Time (Lcl) - 1950 EDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                 NONE                      Fatal   Serious    Minor     None
      Type of Operation          -AERIAL COMPT                  Fire              Crew        0         0        0        1
      Flight Conducted Under     -14 CFR 91                      NONE              Pass        0         1        0        1
      Accident Occurred During   -CRUISE
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CAMERON V-77                Eng Make/Model - N/A                   ELT Installed/Activated - NO -N/A
      Landing Gear   - N/A                         Number Engines - N/A                     Stall Warning System - UNK/NR
      Max Gross Wt   - UNK/NR                      Engine Type    - N/A
      No. of Seats   - UNK/NR                      Rated Power    - N/A
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                              Airport Proximity
      Wx Briefing     - UNK/NR                   Last Departure Point                   OFF AIRPORT/STRIP
        Method        - UNK/NR                     SAME AS ACC/INC
        Completeness  - UNK/NR                  Destination                           Airport Data
      Basic Weather   - VMC                        LOCAL
        Wind Dir/Speed- 300/003 KTS                                                     Runway Ident    - N/A
        Visibility    -    15.0   SM           ATC/Airspace                             Runway Lth/Wid  - N/A
        Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - NONE             Runway Surface  - N/A
        Lowest Ceiling        - NONE             Type of Clearance   - NONE             Runway Status   - N/A
        Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                    Age -     28             Medical Certificate - UNK/NR
       Certificate(s)/Rating(s)          Biennial Flight Review              Flight Time (Hours)
          CFI                                 Current       - UNK/NR    Total      -    637          Last 24 Hrs -       4
          SE LAND                             Months Since  - UNK/NR    Make/Model-     481          Last 30 Days- UNK/NR
          FREE BALLOON                        Aircraft Type - UNK/NR    Instrument- UNK/NR           Last 90 Days-      27
                                                                        Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ENVELOPE OF BALLOON N1533S WAS PENETRATED AND TORN BY THE BASKET OF BALLOON I-FROG. THE ENVELOPE WAS DAMAGED
TO THE DEGREE THAT ALTITUDE COULD NOT BE SUSTAINED. THE AERONOUT OF N1533S WAS SERIOUSLY INJURED UPON GROUND
IMPACT. I-FROG WAS LANDED WITHOUT DAMAGE OR INJURY.

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Brief of Accident (Continued)

File No. - 1728   7/16/85   BATTLE CREEK,MI   A/C Reg. No. IFROG   Time (Lcl) - 1950 EDT

Occurrence #1   MIDAIR COLLISION
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INATTENTIVE - PILOT OF OTHER AIRCRAFT
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   CRUISE - NORMAL

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

     File No. - 1728      7/16/85    BATTLE CREEK,MI          A/C Reg. No. N1533S          Time (Lcl) - 1950 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                   Injuries
                                                                 SUBSTANTIAL              Fatal    Serious    Minor    None
     Type of Operation          -AERIAL COMPE                   Fire               Crew     0         1         0        0
     Flight Conducted Under     -14 CFR 91                       NONE              Pass     0         0         0        0
     Accident Occurred During   -CRUISE                                            Other    0         0         0        2
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BALLOON WORKS FIREFLY 6B      Eng Make/Model - N/A           ELT Installed/Activated - NO -N/A
     Landing Gear   - N/A                           Number Engines - N/A               Stall Warning System - UNK/NR
     Max Gross Wt   - UNK/NR                        Engine Type    - N/A
     No. of Seats   - UNK/NR                        Rated Power    - N/A
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                              Airport Proximity
     Wx Briefing      - UNK/NR                      Last Departure Point                   OFF AIRPORT/STRIP
       Method         - UNK/NR                        SAME AS ACC/INC
       Completeness   - UNK/NR                     Destination                          Airport Data
     Basic Weather    - VMC                           LOCAL
       Wind Dir/Speed- 315/009 KTS                                                         Runway Ident     - N/A
       Visibility     -   10.0   SM               ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE             Runway Surface   - GRASS/TURF
       Lowest Ceiling        - NONE                 Type of Clearance   - NONE             Runway Status    - HIGH VEGETATION
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     38              Medical Certificate - NO MEDICAL
      Certificate(s)/Rating(s)              Biannial Flight Review                Flight Time (Hours)
        COMMERCIAL                            Current        - YES        Total       -    402        Last 24 Hrs -      1
                                              Months Since   -  8         Make/Model-      402        Last 30 Days- UNK/NR
        FREE BALLOON                          Aircraft Type - UNK/NR      Instrument- UNK/NR          Last 90 Days-     14
                                                                          Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)   - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ENVELOPE OF BALLOON N1533S WAS PENETRATED AND TORN BY THE BASKET OF BALLOON I-FROG. THE ENVELOPE WAS DAMAGED
TO THE DEGREE THAT ALTITUDE COULD NOT BE SUSTAINED. THE AERONOUT OF N1533S WAS SERIOUSLY INJURED UPON GROUND
IMPACT. I-FROG WAS LANDED WITHOUT DAMAGE OR INJURY.

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Brief of Accident (Continued)

File No. - 1728 7/16/85 BATTLE CREEK,MI A/C Reg. No N1533S Time (Lcl) - 1950 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation DESCENT

Finding(s)
1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INATTENTIVE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

     File No. - 1694      10/04/85    TROY,MI                    A/C Reg. No. N505PC            Time (Lcl) - 1545 EDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                         Injuries
                                                              DESTROYED                   Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                      Fire               Crew        0        0        1        0
    Flight Conducted Under    -14 CFR 91                      NONE              Pass        0        0        3        0
    Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-30                 Eng Make/Model - LYCOMING IO-320-B1A      ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  2                             Stall Warning System - YES
    Max Gross Wt   -    3725                     Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       4                     Rated Power     -      160 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing      - UNK/NR                   Last Departure Point                       ON AIRPORT
      Method         - ACFT RADIO                 WHEELING,IL
      Completeness   - UNK/NR                  Destination                              Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                          TROY-OAKLAND
      Wind Dir/Speed- 185/020 KTS                                                          Runway Ident     - 27
      Visibility     -    25.0   SM           ATC/Airspace                                 Runway Lth/Wid   -  3855/    50
      Lowest Sky/Clouds  -      10000 FT        Type of Flight Plan - IFR                  Runway Surface   - ASPHALT
      Lowest Ceiling       - 10000 FT BROKEN    Type of Clearance    - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation        - NONE                                      FULL STOP
      Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     52            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                                Current        - UNK/NR     Total      -   2340        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                        Months Since   - UNK/NR     Make/Model-    1160        Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR     Instrument-     178        Last 90 Days- UNK/NR
                                                                           Multi-Eng -    1160

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT LANDED ON RWY 27 WITH WINDS FROM 185 DEGS AT 20 KTS GUSTING TO 30 KTS. THE ACFT BALLOONED ON SHORT FINAL. THE
PLT ADDED PWR BUT THE RIGHT WING DROPPED AND HIT THE RWY. THE ACFT CARTWHEELED.

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Brief of Accident (Continued)

File No. - 1694 10/04/85 TROY,MI A/C Reg. No. N505PC Time (Lcl) - 1545 EDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. LEVEL OFF - EXCESSIVE - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
4. TERRAIN CONDITION - RUNWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 1609       7/05/85    CROOKSTON,MN             A/C Reg. No. N9891L            Time (Lcl) - 1825 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                  Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE                 Pass      0        0        0        1
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - GRUMMAN TR2                    Eng Make/Model - LYCOMING O-235-C2C        ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED                 Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1560                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                        Rated Power    -     108 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                             Airport Proximity
     Wx Briefing       - COMMERCIAL WX SERVICE    Last Departure Point                   OFF AIRPORT/STRIP
       Method          - TV/RADIO                   ANOKA,MN
       Completeness    - FULL                     Destination                          Airport Data
     Basic Weather     - VMC                        WARREN,MN
       Wind Dir/Speed- 170/007 KTS                                                       Runway Ident     - N/A
       Visibility    -    10.0   SM             ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE             Runway Surface   - DIRT
       Lowest Ceiling       - NONE                Type of Clearance   - NONE             Runway Status    - SOFT
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING                        ROUGH
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     29            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
         PRIVATE                                 Current       - YES      Total      -     81          Last 24 Hrs -       3
         SE LAND                                 Months Since  -  5       Make/Model-      12          Last 30 Days- UNK/NR
                                                 Aircraft Type - TR2      Instrument-       4          Last 90 Days-      14


         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER IN A FLD DURING A FORCED LANDING FOLLOWING A TOTAL LOSS OF PWR. THE PLT REPORTED THE FUEL
CONSUMPTION DURING THE FLT SEEMED HIGHER THAN USUAL. HE THEN BEGAN LOOKING FOR CROOKSTON MUNICIPAL ARPT TO LAND.
APRX 3 MILES SE OF THE ARPT THE PWR LOSS OCCURRED. DURING THE LANDING THE ACFT WAS STALLED ABOUT 10 FT AGL. THE NOSE
GEAR COLLAPSED AS THE ACFT CONTACTED THE GROUND AND THE ACFT NOSED OVER. THE FUEL SUPPLY WAS FOUND TO HAVE BEEN
EXHAUSTED.

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                              Brief of Accident (Continued)

   File No. - 1609       7/05/85    CROOKSTON,MN              A/C Reg. No. N9891L            Time (Lcl) - 1825 CDT
--------------------------------------------------------------------------------------------------------------------

Occurrence #1         LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation    CRUISE - NORMAL

Finding(s)
  1. FLUID,FUEL - EXHAUSTION
  2.   FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
  3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
  4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #2         FORCED LANDING
Phase of Operation    DESCENT - EMERGENCY
--------------------------------------------------------------------------------------------------------------------

Occurrence #3         HARD LANDING
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)
  5. FLARE - MISJUDGED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #4         NOSE GEAR COLLAPSED
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)
  6. LANDING GEAR,NOSE GEAR - OVERLOAD
--------------------------------------------------------------------------------------------------------------------

Occurrence #5         NOSE OVER
Phase of Operation    LANDING - ROLL
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 4
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 1730      7/18/85    EDEN PRAIRIE,MN           A/C Reg. No. N22PG              Time (Lcl) - 0720 CDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -EXECUTIVE/CORPORATE           Fire              Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE             Pass      0        0        0        0
    Accident Occurred During   -TAKEOFF
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH BE-55                  Eng Make/Model - CONTINENTAL IO-520-C7    ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -    5100                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                      Rated Power    -     285 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                               Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                    ON AIRPORT
      Method         - TELEPHONE                   SAME AS ACC/INC
      Completeness   - FULL                     Destination                            Airport Data
    Basic Weather    - VMC                         SPRINGFIELD,IL                          FLYING CLOUD
      Wind Dir/Speed- 150/010 KTS                                                          Runway Ident     - 18
      Visibility    -     7.0   SM              ATC/Airspace                               Runway Lth/Wid   -  2694/   75
      Lowest Sky/Clouds  -                        Type of Flight Plan - IFR                Runway Surface   - ASPHALT
      Lowest Ceiling         -  4500 FT BROKEN    Type of Clearance   - IFR                Runway Status    - WET
      Obstructions to Vision- FOG                 Type Apch/Lndg      - NONE
      Precipitation         - RAIN
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
---- Personnel Information----
   Pilot-In-Command                         Age -     40           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
       PRIVATE                                 Current        - NO      Total        -    530      Last 24 Hrs - UNK/NR
       SE LAND,ME LAND                         Months Since   - UNK/NR  Make/Model   -    450      Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR  Instrument   -     90      Last 90 Days- UNK/NR
                                                                        Multi-Eng    -    430      Rotorcraft  - UNK/NR

       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH THE FENCE DURING AN ABORTED TAKEOFF. THE TIRES OF THE ACFT SHOWED SIGNS OF HYDROPLANING
AFTER THE ACCIDENT. NO MECHANICAL DISCREPANCIES WERE NOTED DURING THE INVESTIGATION. THE TAKEOFF WAS ABORTED THE
PLT SAID BECAUSE THE ACFT YAWED DURING TAKEOFF AND HE THOUGHT HE HAD AN ENGINE PROBLEM.
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Brief of Accident (Continued)

File No. - 1730 7/18/85 EDEN PRAIRIE,MN A/C Reg. No. N22PG Time (Lcl) - 0720 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                    Washington, D.C. 20594


                                       Brief of Accident

   File No. - 1701      8/10/85    INT'L FALLS,MN          A/C Reg. No. N1254V          Time (Lcl) - 1145 CDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                        Fire               Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 91                       NONE               Pass      0        0        0        0
     Accident Occurred During  -TAKEOFF
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172XP              Eng Make/Model - CONTINENTAL IO-360-K    ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2550                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                   Rated Power    -     195 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                   ON AIRPORT
       Method         - N/A                       SAME AS ACC/INC
       Completeness   - N/A                    Destination                          Airport Data
     Basic Weather    - VMC                       MINNEAPOLIS,MN                        INTERNATIONAL
       Wind Dir/Speed- 340/013 KTS                                                      Runway Ident    - UNK/NR
       Visibility     -    15.0   SM           ATC/Airspace                             Runway Lth/Wid  - UNK/NR
       Lowest Sky/Clouds  -      3000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface  - WATER
       Lowest Ceiling          - NONE           Type of Clearance   - NONE              Runway Status   - WATER-CALM
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     43           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
        PRIVATE                              Current        - YES    Total       -   225        Last 24 Hrs  -     2
        SE SEA                               Months Since   -  3     Make/Model-     137        Last 30 Days- UNK/NR
                                             Aircraft Type  - 172XP  Instrument-       0        Last 90 Days-    163


        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT VEERED HARD TO THE RT & COLLIDED WITH THE WATER DURING TAKEOFF AT ABOUT 45 MPH. IT WAS DISCOVERED THAT
THE LEFT FLOAT FAILED AND ALLOWED THE LEFT FLOAT TO TURN RT AND GO UNDER THE RT FLOAT.
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Brief of Accident (Continued)

File No. - 1701 8/10/85 INT'L FALLS,MN A/C Reg. No. N1254V Time (Lcl) - 1145 CDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. LANDING GEAR,FLOAT ASSEMBLY - DISCONNECTED
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1667       8/18/85    NEW MADRID,MO              A/C Reg. No. N267CD             Time (Lcl) - 1630 CDT
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                              Injuries
                                                                  DESTROYED                          Fatal   Serious    Minor     None
    Type of Operation         -PERSONAL                         Fire                       Crew        1        0         0         0
    Flight Conducted Under    -14 CFR 91                          ON GROUND                Pass        1        0         0         0
    Accident Occurred During  -DESCENT
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-18-135                Eng Make/Model - LYCOMING O-290-D2        ELT Installed/Activated - UNK/NR
    Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    1500                        Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                        Rated Power     -      135 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                            Airport Data
    Basic Weather    - VMC                          LOCAL
      Wind Dir/Speed- 030/005 KTS                                                          Runway Ident     - N/A
      Visibility     -    15.0   SM             ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      3500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling          - NONE              Type of Clearance    - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg       - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     45              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current      - UNK/NR    Total       - UNK/NR          Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since  - UNK/NR    Make/Model - UNK/NR          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                          Multi-Eng  - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
A WITNESS SAID N267CD MADE A LOW PASS DOWN THE FARM AIRSTRIP AND AS THE ACFT NEARED THE END OF THE STRIP, IT BEGAN
A CLIMB, BANKED TO THE LEFT AND DESCENDED TO THE GROUND. THE ACFT IMPACTED IN A NOSE LOW, LEFT WING LOW ATTITUDE.

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Brief of Accident (Continued)

File No. - 1667   8/18/85   NEW MADRID,MO   A/C Reg. No. N267CD   Time (Lcl) - 1630 CDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING

Finding(s)
1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. PULL-UP - PERFORMED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                              National Transportation Safety Board
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                                      Brief of Accident

     File No. - 1748       9/09/85    GREENFIELD,MO              A/C Reg. No. N755DD            Time (Lcl) - 1500 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                    Fatal    Serious    Minor      None
      Type of Operation          -PERSONAL                       Fire                   Crew       0         0          0          1
      Flight Conducted Under     -14 CFR 91                       NONE                  Pass       0         0          0          2
      Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BEECH 58                     Eng Make/Model - CONTINENTAL IO-520-C     ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                          Stall Warning System - YES
      Max Gross Wt   -    5400                      Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       6                      Rated Power     -     285 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                 Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRPORT
        Method          - N/A                         ELDORADO SPRING,MO
        Completeness    - N/A                      Destination                             Airport Data
      Basic Weather     - VMC                         SAME AS ACC/INC                          EAGLES PT-RED BARN
        Wind Dir/Speed- 350/005 KTS                                                            Runway Ident     - UNK/NR
        Visibility     -    6.0   SM               ATC/Airspace                                Runway Lth/Wid   -  3000/  120
        Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE                Runway Surface   - GRASS/TURF
        Lowest Ceiling        - NONE                 Type of Clearance   - NONE                Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                            Age -     44          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                  Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                   Current        - YES        Total      -   2050       Last 24 Hrs -      1
          SE LAND,ME LAND                           Months Since   -  2         Make/Model-     650       Last 30 Days- UNK/NR
                                                    Aircraft Type  - BE-58      Instrument-      90       Last 90 Days-     70
                                                                                Multi-Eng -     650

          Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTS THAT HE EXTENDED THE LANDING GEAR AND WING FLAPS AT THE SAME TIME AND THE LANDING GEAR CIRCUIT BREAKER
TRIPPED. THE PLT WAS NOT AWARE THAT THE GEAR HAD NOT EXTENDED AND THE ACFT LANDED WITH THE GEAR RETRACTED.

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Brief of Accident (Continued)

File No. - 1748   9/09/85   GREENFIELD,MO   A/C Reg. No. N755DD   Time (Lcl) - 1530 CDT

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. ELECTRICAL SYSTEM - OVERLOAD
3. ELECTRICAL SYSTEM,CIRCUIT BREAKER - POPPED/TRIPPED
4. WHEELS UP LANDING - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
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                                  Brief of Accident

   File No. - 1708      10/05/85    GUILFORD,MO            A/C Reg. No. N4016F          Time (Lcl) - 1445 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire                 Crew    0        0        1        0
    Flight Conducted Under     -14 CFR 91                     NONE                Pass    0        0        0        1
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 172                   Eng Make/Model - CONTINENTAL O-300-D       ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-FIXED               Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt    -   2075                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -      4                       Rated Power     -      145 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                               Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                   ON AIRSTRIP
      Method          - N/A                           SAME AS ACC/INC
      Completeness    - N/A                        Destination                          Airport Data
    Basic Weather     - VMC                           LOCAL                                JENSON FIELD
      Wind Dir/Speed- 290/007 KTS                                                          Runway Ident     - 27
      Visibility     -    30.0   SM                ATC/Airspace                              Runway Lth/Wid   -  2200 -UNK/NR
      Lowest Sky/Clouds  -      CLEAR                Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
      Lowest Ceiling            - NONE               Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE                   Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation             - NONE
      Condition of Light        - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -     49           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                  Current         - YES      Total       -    267         Last 24 Hrs -        2
         SE LAND                                  Months Since    - 16       Make/Model-     267         Last 30 Days- UNK/NR
                                                  Aircraft Type - C-172      Instrument-       5         Last 90 Days-       23
                                                                             Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTS THAT HE LANDED HARD, BOUNCED AND CAME DOWN ON THE NOSE GEAR. THE NOSE GEAR BROKE AND THE ACFT WENT OVER
ON ITS BACK.

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Brief of Accident (Continued)

File No. - 1708   10/05/85   GUILFORD,MO   A/C Reg. No. N4016F   Time (Lcl) - 1445 CDT

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - MISJUDGED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2   NOSE GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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                       National Transportation Safety Board
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                               Brief of Accident

   File No. - 1775      11/03/85    GRANDVIEW,MO             A/C Reg. No. N7067P          Time (Lcl) - 1547 CST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                  Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        0        0        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-24-180             Eng Make/Model - LYCOMING O-360          ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -    2550                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                     Rated Power    -      180 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
       Method        - N/A                         SAME AS ACC/INC
       Completeness  - N/A                     Destination                               Airport Data
     Basic Weather   - VMC                         LOCAL                                    RICHARDS-GEBAUR
       Wind Dir/Speed- 050/002 KTS                                                          Runway Ident     - 36
       Visibility    -    15.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  9000/  150
       Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
       Lowest Ceiling        -  8000 FT BROKEN     Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                      FULL STOP
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      55            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                 Current        - YES       Total      -    7060         Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since   - 17        Make/Model-    2700         Last 30 Days- UNK/NR
                                                 Aircraft Type  - PA-24     Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR


         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THIS PILOT WAS MAKING A TAKEOFF FOR A LOCAL FLIGHT IN HIS PIPER PA-24. HE STATED THAT HE WAS AIRBORNE WHEN HE RAISED
THE LANDING GEAR SWITCH BUT THE AIRPLANE SETTLED BACK TO THE RUNWAY. PILOT SAID HE BECAME AIRBORNE AGAIN BUT COULD
NOT GET A SAFE INDICATION. AFTER USING EMERGENCY EXTENSION, HE WAS STILL UNABLE TO GET A DOWN AND LOCKED INDICATION SO
HE ELECTED AND EXECUTED A LANDING ON THE GRASS ALONGSIDE THE RUNWAY. THE GEAR COLLAPSED ON TOUCHDOWN.

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Brief of Accident (Continued)

File No. - 1775   11/03/85   GRANDVIEW,MO   A/C Reg. No. N7067P   Time (Lcl) - 1547 CST

Occurrence   COMPLETE GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
2. LANDING GEAR - DISABLED
3. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
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Brief of Accident

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     File No. - 1868      11/05/85    ORRICK,MO                  A/C Reg. No. N2468F          Time (Lcl) - 1430 CST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               DESTROYED                    Fatal   Serious   Minor    None
    Type of Operation         -INSTRUCTIONAL                  Fire                   Crew     0        1        0        0
    Flight Conducted Under    -14 CFR 91                       NONE                  Pass     0        0        0        0
    Accident Occurred During  -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-38-112            Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    1600                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    -     112 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                      OFF AIRPORT/STRIP
      Method        - N/A                       KANSAS CITY,MO
      Completeness  - N/A                     Destination                             Airport Data
    Basic Weather   - VMC                       LOCAL
      Wind Dir/Speed- 140/016 KTS                                                       Runway Ident      N/A
      Visibility    -    15.0   SM          ATC/Airspace                                Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -     25000 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface  - N/A
      Lowest Ceiling        - NONE            Type of Clearance   - NONE                Runway Status   - N/A
      Obstructions to Vision- NONE            Type Apch/Lndg      - SIMULATED FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     43         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
       STUDENT                            Current        - N/A       Total      -     40        Last 24 Hrs -      1
                                          Months Since   - N/A       Make/Model -     40        Last 30 Days- UNK/NR
                                          Aircraft Type  - N/A       Instrument -      0        Last 90 Days-      8

       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS BRIEFED TO PRACTICE STALLS, SLOW FLIGHT, 720-DEGREE TURNS AND SIMULATED FORCED LANDINGS WITH SPECIAL
INSTRUCTIONS FOR THE PLT NOT TO GO BELOW 500 FT AGL ON THE SIMULATED FORCED LANDINGS. DURING ONE SIMULATED FORCED
LANDING, THE PROPELLER AND THE VERTICAL TAIL STRUCK A LOWER STRAND OF A FIVE STRAND HIGH VOLTAGE POWER LINE. THE
ACFT THEN STRUCK THE GROUND AND FLIPPED FORWARD TO THE INVERTED POSITION.

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                                     Brief of Accident (Continued)

     File No. - 1668      11/05/85    ORRICK,MO                    A/C Reg. No. N2468F           Time (Lcl) - 1430 CST
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Occurrence #1          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     DESCENT

Finding(s)
  1. OBJECT - WIRE,TRANSMISSION
  2.    PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1
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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1772      12/15/85    AURORA,MO               A/C Reg. No. N83956          Time (Lcl) - 1900 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                              SUBSTANTIAL                 Fatal    Serious    Minor     None
   Type of Operation         -PERSONAL                       Fire                 Crew      0         0         0         1
   Flight Conducted Under    -14 CFR 91                       NONE                Pass      0         0         0         3
   Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - PIPER PA-28RT-201          Eng Make/Model  - CONTINENTAL TSIO-360-FB 1 ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines  -  1                    Stall Warning System - YES
   Max Gross Wt   -   2900                     Engine Type     - RECIP-FUEL INJECTED
   No. of Seats   -      4                     Rated Power     -    200 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
   Wx Briefing      - UNK/NR                    Last Departure Point                     ON AIRPORT
     Method         - UNK/NR                      WICHITA,KS
     Completeness   - UNK/NR                   Destination                             Airport Data
   Basic Weather    - VMC                         SAME AS ACC/INC                         MUNICIPAL
     Wind Dir/Speed- 270/003 KTS                                                          Runway Ident    - 18
     Visibility    -    15.0   SM              ATC/Airspace                               Runway Lth/Wid  - 3000/   50
     Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE               Runway Surface  - ASPHALT
     Lowest Ceiling          - NONE              Type of Clearance   - NONE               Runway Status   - N/A
     Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
     Precipitation           - NONE                                    FULL STOP
     Condition of Light      - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      37           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
        PRIVATE                                Current        - YES      Total      -     288        Last 24 Hrs -      6
        SE LAND                                Months Since   - 14       Make/Model-      12        Last 30 Days- UNK/NR
                                               Aircraft Type  - PA2820L  Instrument-       9        Last 90 Days-     12


        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT STATED THERE WAS PATCHES OF SNOW AND ICE ON THE RUNWAY SURFACE A SNOW ON THE SIDES AND AS HE PULLED UP THE
FLAPS, THE AIRPLANE VEERED RIGHT, OFF THE RUNWAY. HE SAID THAT AFTER HE GOT THE AIRPLANE BACK ON THE RUNWAY, IT GROUND-
LOOPED TO THE LEFT AND THE RIGHT MAIN GEAR COLLAPSED INWARD.

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Brief of Accident (Continued)

File No. - 1772   12/15/85   AURORA,MO   A/C Reg. No. N83956   Time (Lcl) - 1900 CST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - ICY
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOW COVERED
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT

Occurrence #2   MAIN GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
7. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

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                              National Transportation Safety Board
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                                     Brief of Accident

      File No. - 1747       8/19/85    CARLISLE,MS               A/C Reg. No. N3267N          Time (Lcl) - 1900 CDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                            Injuries
                                                                 SUBSTANTIAL                     Fatal   Serious   Minor    None
      Type of Operation         -PERSONAL                        Fire                   Crew       0        0        0        1
      Flight Conducted Under    -14 CFR 91                        NONE                  Pass       0        0        0        1
      Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - PIPER PA-18S              Eng Make/Model - LYCOMING O-290-D2        ELT Installed/Activated - YES/NO
      Landing Gear  - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - NO
      Max Gross Wt  -    1500                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -      2                    Rated Power    -     135 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRSTRIP
        Method         - N/A                         SAME AS ACC/INC
        Completeness   - N/A                      Destination                            Airport Data
      Basic Weather    - VMC                         LOCAL                                   PRIVATE SOD STRIP
        Wind Dir/Speed- 120/004 KTS                                                          Runway Ident    - N/A
        Visibility     -     7.0   SM            ATC/Airspace                                Runway Lth/Wid  -  1600
        Lowest Sky/Clouds  -                       Type of Flight Plan - NONE                Runway Surface  - GRASS/TURF
        Lowest Ceiling          - 18000 FT BROKEN  Type of Clearance   - NONE                Runway Status   - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     31            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
          PRIVATE                                  Current         - YES      Total      -      67        Last 24 Hrs - UNK/NR
          SE LAND                                  Months Since    - 19       Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                   Aircraft Type   - C-152    Instrument- UNK/NR          Last 90 Days-     16
                                                                              Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER APRX 1 HR OF LCL FLT, THE 67 HR PVT PLT RETURNED TO HIS PVT GRASS STRIP FOR LANDING. HE MADE A FULL LEFT TRAFFIC
PATTERN. AT THE 180 DEG POINT, CARB HEAT WAS APPLIED AND PWR REDUCED. AFTER TURNING FINAL AND LOWERING FULL FLAPS, THE
PLT ADDED THROTTLE WITH NO RESPONSE. HE APPLIED FULL THROTTLE AND THE ENG COUGHED AND QUIT. THE ACFT STRUCK THE GROUND
15 FT SHORT OF THE RWY. THE LANDING GEAR COLLAPSED AND THE CARB WAS BROKEN FROM THE ACFT.

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File No. - 1747 8/19/85 CARLISLE,MS A/C Reg. No. N3267N Time (Lcl) - 1900 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. FUEL SYSTEM,CARBURETOR - UNDETERMINED
5. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. LANDING GEAR,MAIN GEAR - OVERLOAD
7. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5,6,7

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1776      11/09/85    RAYMOND,MS              A/C Reg. No. N121LR           Time (Lcl) - 1645 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious    Minor      None
    Type of Operation         -PERSONAL                        Fire                   Crew       1        0         0          0
    Flight Conducted Under    -14 CFR 91                         NONE                 Pass       0        0         0          0
    Accident Occurred During  -DESCENT
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - LONNIE W. RATLIFF MIDGET MUSTANEng Make/Model - CONTINENTAL C85-12F      ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -   1                          Stall Warning System - NO
    Max Gross Wt   -     869                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       1                       Rated Power    -      85 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                          RAYMOND,MS
      Completeness   - N/A                       Destination                              Airport Data
    Basic Weather    - VMC                          LOCAL
      Wind Dir/Speed- 180/007 KTS                                                           Runway Ident    - N/A
      Visibility    -    7.0   SM               ATC/Airspace                                Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -     12000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface  - N/A
      Lowest Ceiling         - NONE                Type of Clearance   - NONE               Runway Status   - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DUSK
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     45              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
       PRIVATE                                  Current         - YES      Total       -     344          Last 24 Hrs - UNK/NR
       SE LAND                                  Months Since    -  1       Make/Model- UNK/NR             Last 30 Days-       3
                                                Aircraft Type - UNK/NR     Instrument-       0            Last 90 Days-       3


       Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS FORN LOCALLY AFTER THE PLT HAD 'WORKED ON" THE CARBURETOR SOME TIME LATER THE ACFT WAS SEEN MANEUVERING
IN A "NOSE-UP-NOSE DWN" ATTITUDE NEAR THE ACCIDENT SITE UNTIL IT WENT INTO A SPIN. THE ACFT DISAPPEARED BEHIND TREES
BEFORE WITNESSES HEARD THE SOUND OR IMPACT. THE PLT HAD ONLY RECORDED 1.5 HRS. IN THIS HOME BUILT ACFT.

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Brief of Accident (Continued)

File No. - 1776 11/09/85 RAYMOND,MS A/C Reg. No. N121LR Time (Lcl) - 1645 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. MANEUVER - EXCESSIVE - PILOT IN COMMAND
2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 1622       6/16/85    HENDERSONVILLE,NC          A/C Reg. No. N3714R            Time (Lcl) - 1942 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                                 DESTROYED                     Fatal    Serious    Minor     None
      Type of Operation         -PERSONAL                      Fire                    Crew      0         1         0         0
      Flight Conducted Under    -14 CFR 91                       ON GROUND             Pass      2         1         0         0
      Accident Occurred During  -MANEUVERING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 172H             Eng Make/Model - CONTINENTAL O-300-D       ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2300                 Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                 Rated Power     -     145 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                 Airport Proximity
      Wx Briefing      - FSS                      Last Departure Point                      ON AIRPORT
        Method         - TELEPHONE                 SAME AS ACC/INC
        Completeness   - WEATHER NOT PERTINENT   Destination                              Airport Data
      Basic Weather    - VMC                       LOCAL                                    HENDERSONVILLE
        Wind Dir/Speed- 340/005 KTS                                                          Runway Ident      - 14
        Visibility     -    20.0   SM           ATC/Airspace                                Runway Lth/Wid  -   3100/    40
        Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                Runway Surface  - ASPHALT
        Lowest Ceiling          - NONE            Type of Clearance   - NONE                Runway Status   - DRY
        Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     20           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review               Flight Time (Hours)
          PRIVATE                                Current        - YES       Total       -      110       Last 24 Hrs - UNK/NR
          SE LAND                                Months Since   - 15        Make/Model-        50       Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-         7       Last 90 Days-        2
                                                                            Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT DURING TAKEOFF, THE ENG LOST POWER AS THE ACFT WAS CLIMBING THRU ABOUT 100 TO 125 FT AGL. HE
MADE A RGT TURN BACK TOWARD THE ARPT TO LAND. HOWEVER, THE ACFT STALLED, THEN IMPACTED IN A PARKING LOT NEAR THE
DEPARTURE END OF THE RWY & BURNED. NO PREIMPACT PART FAILURE WAS VERIFIED DURING THE INVESTIGATION. ALTHOUGH THE
PLT & WITNESSES REPORTED A POWER LOSS, TORSIONAL DAMAGE TO THE PROP WAS NOTED & PROP STRIKE MARKS WERE FOUND AT THE
INITIAL IMPACT POINT. THE CARBURETOR HAD SEPARATED FROM THE ENG DURING IMPACT & WAS FOUND OUTSIDE THE FIRE AREA, BUT
IT WAS CLOSE ENOUGH TO THE FIRE TO RESULT IN BURN DAMAGE TO THE AIR FILTER. THERE WAS EVIDENCE OF FIRE IN THE CARBURETOR
THROAT INDICATING PSBL PREIMPACT DAMAGE. HOWEVER, THERE WERE VENT HOLES IN THE FLOAT CHAMBER WHERE RESIDUAL FUEL COULD
HAVE ESCAPED & FED A POST CRASH FIRE.

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Brief of Accident (Continued)

File No. - 1622   6/16/85   HENDERSONVILLE,NC   A/C Reg. No. N3714R   Time (Lcl) - 1942 EDT

Occurrence #1   LOSS OF POWER
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1724       6/28/85    CHARLOTTE,NC              A/C Reg. No. N542TW            Time (Lcl) - 0148 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI           Aircraft Damage                         Injuries
      Name of Carrier          -ATLANTA AIR SERVICE            DESTROYED                   Fatal    Serious    Minor     None
      Type of Operation        -NON SCHED,DOMESTIC,CARGO       Fire                 Crew      1         0         0         0
      Flight Conducted Under   -14 CFR 135                     NONE                 Pass      1         0         0         0
      Accident Occurred During -APPROACH
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-42               Eng Make/Model - P&W PT6A-41          ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                      Stall Warning System - YES
      Max Gross Wt   -  11200                    Engine Type    - TURBOPROP
      No. of Seats   -       2                   Rated Power    -      720 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                Airport Proximity
      Wx Briefing      - NWS                     Last Departure Point                     ON AIRPORT
        Method         - TELEPHONE                 TETERBORY,NJ
        Completeness   - WEATHER NOT PERTINENT   Destination                            Airport Data
      Basic Weather    - VMC                       SAME AS ACC/INC                         CHARLOTTE DOUGLAS INT'L
        Wind Dir/Speed- 150/007 KTS                                                        Runway Ident      - 36R
        Visibility     -    10.0   SM            ATC/Airspace                              Runway Lth/Wid   -   7845/  150
        Lowest Sky/Clouds  -                       Type of Flight Plan - IFR               Runway Surface   - ASPHALT
        Lowest Ceiling         -  5500 FT BROKEN   Type of Clearance   - IFR               Runway Status    - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE
        Condition of Light     - NIGHT(DARK)
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -      27             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)           Biennial Flight Review               Flight Time (Hours)
          COMMERCIAL,CFI                     Current         - YES        Total      -    9000       Last 24 Hrs - UNK/NR
          SE LAND,ME LAND                    Months Since   -  1          Make/Model-    1000       Last 30 Days- UNK/NR
                                             Aircraft Type - PA-31        Instrument-     800       Last 90 Days- UNK/NR
                                                                          Multi-Eng -    5500

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A TREE AND A POLE SHORT OF THE RWY DURING A NIGHT VFR APPROACH TO LAND. THE PLT CHANGED FROM
RWY 18 TO 36 DURING THE APPROACH. HE WAS SEEN LOW & FAST ON DWNWIND WHICH ENDED IN A STEEP DESCENDING TURN TO GROUND
CONTACT. THE TWR HAD QUERIED THE PLT DURING THE INITIAL APPROACH BECAUSE OF HIS SPEED AND HIGH ALTITUDE. THE PLT
REPLIED THAT HE WOULD BE DOWN AND REQUESTED A CHANGE OF RWY.  THE WIND WAS REPORTED AS FROM 150 DEGREES AT 7 KTS.

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Brief of Accident (Continued)

File No. - 1724 6/28/85 CHARLOTTE,NC A/C Reg. No. N542TW Time (Lcl) - 0148 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. OBJECT - UTILITY POLE
5. VFR PROCEDURES - POOR - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
7. PLANNED APPROACH - POOR - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. JUDGEMENT - POOR - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
11. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
12. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
13. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
14. IMPROPER DECISION,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
15. MANEUVER - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8,9,10,11,12,13,14,15

Factor(s) relating to this accident is/are finding(s) 1,4

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

     File No. - 1746      7/13/85    FRANKLIN,NC              A/C Reg. No. N779VM          Time (Lcl) - 1630 EDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                              SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire              Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                     NONE             Pass     0        0        0        1
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-180          Eng Make/Model - LYCOMING O-360-A4A       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2400                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                  Rated Power    -     100 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                  Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
      Method        - N/A                        HUNTSVILLE,AL
      Completeness  - N/A                     Destination                              Airport Data
    Basic Weather   - VMC                        NORFOLK,VA
      Wind Dir/Speed- 180/010 KTS                                                         Runway Ident    - N/A
      Visibility    -     7.0   SM            ATC/Airspace                                Runway Lth/Wid  - N/A
      Lowest Sky/Clouds -    4000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface  - N/A
      Lowest Ceiling      - 10000 FT BROKEN     Type of Clearance   - NONE                Runway Status   - N/A
      Obstructions to Vision- HAZE              Type Apch/Lndg      - NONE
      Precipitation       - NONE
      Condition of Light  - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     55          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
       COMMERCIAL                              Current        - YES       Total      -     646      Last 24 Hrs -       2
       SE LAND                                 Months Since   -  6        Make/Model-     122      Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR    Instrument-      75      Last 90 Days-      40


       Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE IN CRUISE FLT ENG RPM DECREASED. PLT ACTIONS TO RECOVER RPM WERE UNSUCCESSFUL AND ENG EVENTUALLY QUIT. A FORCED
LANDING WAS MADE TO AN EMPTY FLD. ON ROLL OUT THE ACFT HIT A CONCEALED DITCH RESULTING IN SUBSTANTIAL DAMAGE. LATER,
EXMINATION OF THE ENG SHOWED THAT THE #3 EXHAUST VALVE HAD SEIZED IN A PARTIALLY OPEN POSITION AND THE CORRESPONDING
PUSHROD WAS BROKEN. THERE WAS EVIDENCE THAT THE VALVE HAD NOT BEEN SEATED FOR SOME TIME WITH CARBON BUILDUP ON THE
VALVE AND VALVE SEAT.

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Brief of Accident (Continued)

File No. - 1746 7/13/85 FRANKLIN,NC A/C Reg. No. N779VM Time (Lcl) - 1630 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,VALVE - BINDING(MECHANICAL)
2. ENGINE ASSEMBLY,PUSH ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. TERRAIN CONDITION - HIGH VEGETATION
5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
6. UNSUITABLE TERRAIN - INADVERTENT USE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1742       8/07/85    LEXINGTON,NC             A/C Reg. No. N48005            Time (Lcl) - 1700 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                      Injuries
                                                             SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -INSTRUCTIONAL              Fire                 Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                   NONE                Pass     0        0        0        0
     Accident Occurred During   -TAKEOFF
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152               Eng Make/Model - LYCOMING O-235          ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    1600                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                  Rated Power    -     115 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                              Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                  ON AIRPORT
       Method          - N/A                      SAME AS ACC/INC
       Completeness    - N/A                   Destination                        Airport Data
     Basic Weather     - VMC                      LOCAL                              LEXINGTON
       Wind Dir/Speed- 180/007 KTS                                                   Runway Ident      - 26
       Visibility      -    7.0    SM          ATC/Airspace                          Runway Lth/Wid    -  3300/   65
       Lowest Sky/Clouds  -                      Type of Flight Plan - NONE          Runway Surface    - ASPHALT
       Lowest Ceiling         -    5000 FT OVERCAST  Type of Clearance   - NONE      Runway Status     - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     36            Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
        STUDENT                                 Current       - N/A        Total        -      40        Last 24 Hrs - UNK/NR
                                                Months Since  - N/A        Make/Model-         40        Last 30 Days- UNK/NR
                                                Aircraft Type - N/A        Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                           Multi-Eng - UNK/NR            Rotorcraft  - UNK/NR


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
STUDENT PILOT WAS ON SOLO FLIGHT. HE STATED THAT ANOTHER ACFT CALLED ON FINAL AS HE WAS ON RUNWAY FOR TAKEOFF . UNSURE O
F ACTION TO TAKE SINCE TAXIWAY BEHIND HIM WAS BLOCKED. HE RUSHED TAKEOFF. A SOFT FIELD TAKEOFF WAS ATTEMPTED. NOSE WAS
RAISED, TAIL DRAGGED RUNWAY. STUDENT LOST DIRECTIONAL CONTROL AND ACFT VEERED OFF RUNWAY TO LEFT. WITNESSES REPORTED 5-7
KT LEFT CROSSWIND.
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File No. - 1742 8/07/85 LEXINGTON,NC A/C Reg. No. N48005 Time (Lcl) - 1700 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,ANXIETY/APPREHENSION - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

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                        National Transportation Safety Board
                             Washington, D.C. 20594



                                 Brief of Accident

     File No. - 1783      11/18/85    JACKSONVILLE,NC           A/C Reg. No. N45363            Time (Lcl) - 1700 EST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                        Fire                   Crew     0         0         0         1
    Flight Conducted Under     -14 CFR 91                        NONE                  Pass     0         0         0         0
    Accident Occurred During   -TAKEOFF
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 150M                 Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt  -    1500                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -      2                      Rated Power    -     110 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
      Method        - N/A                          JACKSONVILLE,NC
      Completeness  - N/A                        Destination                             Airport Data
    Basic Weather   - VMC                          LOCAL                                   SKY MANOR
      Wind Dir/Speed- CALM                                                                 Runway Ident     - UNK/NR
      Visibility    -     5.0   SM              ATC/Airspace                               Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds -     CLEAR               Type of Flight Plan - NONE               Runway Surface   - UNK/NR
      Lowest Ceiling        - NONE                Type of Clearance   - NONE               Runway Status    - UNK/NR
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      24           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        STUDENT                                 Current        - N/A        Total       -     27          Last 24 Hrs -      1
                                                Months Since   - N/A        Make/Model-      27          Last 30 Days- UNK/NR
                                                Aircraft Type  - N/A        Instrument-       1          Last 90 Days-     10


        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE TAKEOFF PHASE OF A TOUCH & GO LANDING THE STUDENT PLT LOST DIRECTIONAL CONTROL OF THE ACFT AND RAN OFF THE
SIDE OF THE RWY. THE STUDENT PLT WAS ON HIS THIRD SOLO TRAINING FLIGHT.
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Brief of Accident (Continued)

File No. - 1783   11/18/85   JACKSONVILLE,NC   A/C Reg. No. N45363   Time (Lcl) - 1700 EST

Occurrence   ON GROUND COLLISION WITH OBJECT
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. OBJECT - TREE(S)
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

   File No. - 1740      8/21/85    ROCKLAKE,ND             A/C Reg. No.  CGZSQ          Time (Lcl) - 1150 CDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation         -INSTRUCTIONAL                  Fire                 Crew    0        0         0        1
     Flight Conducted Under    -14 CFR 91                       NONE                Pass    0        0         0        0
     Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152              Eng Make/Model - LYCOMING 0-235-L2C       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1670                 Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                 Rated Power    -      110 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                      GIMLI, MANITOBA
       Completeness   - N/A                    Destination                            Airport Data
     Basic Weather    - VMC                      GIMLI MANTOBA
       Wind Dir/Speed- 180/010 KTS                                                      Runway Ident     - N/A
       Visibility     -    10.0   SM         ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     PART OBS       Type of Flight Plan - VFR                Runway Surface   - GRAVEL
       Lowest Ceiling        - NONE            Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- HAZE            Type Apch/Lndg      - PRECAUTIONARY LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -      37                 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review                      Flight Time (Hours)
        STUDENT                           Current        - N/A          Total      -      45        Last 24 Hrs -        2
                                          Months Since   - N/A          Make/Model-       45        Last 30 Days- UNK/NR
                                          Aircraft Type  - N/A          Instrument- UNK/NR          Last 90 Days-       11
                                                                        Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT GOT LOST DURING HER 1ST SOLO X-COUNTRY FLT. SHE SUBSEQUENTLY ATTEMPTED A LNG ON A GRAVEL ROAD
BUT SWERVED THE A/C OFF THE ROAD TO AVOID AN ONCOMING CAR & THE A/C RECEIVED SUBSTANTIAL DAMAGE.
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Brief of Accident (Continued)

File No. - 1740 8/21/85 ROCKLAKE,ND A/C Reg. No. CGZSQ Time (Lcl) - 1150 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - HAZE
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - DIRT BANK
6. OBJECT - VEHICLE

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1726   9/11/85   HOSKINS,NE   A/C Reg. No. N15970   Time (Lcl) - 0830 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - AERIAL OBSERVATION
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 3

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed- 130/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
O'NEILL,NE
Destination
SIOUX CITY,IA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Instrument Rating(s) - AIRPLANE

Age - 40
Biennial Flight Review
Current - NO
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 2677
Make/Model- 273
Instrument- 210
Multi-Eng - 35
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

----Narrative----

THIS ACCIDENT OCCURRED ON A TELEPHONE CABLE PATRL FLT. THE ACFT WOULD NORMALLY FLY ALONG THE ROUTE OF THE BURIED CABLE AT 200 TO 300 FT AGL. WHEN CONSTRUCTION ACTIVITY WAS SIGHTED THE PLT WOULD FIRST RECORD THE SIGHTING ON A PORTABLE TAPE RECORDER AND THEN CALL THE TELEPHONE COMPANY ON A RADIO/TELEPHONE. THE CONTROL HEAD FOR THE RADIO/TELEPHONE OCCUPIED THE PLACE OF THE REMOVED RIGHT, REAR SEAT. WITNESSES SAID THE ACFT CIRCLED TWICE IN THE VICINITY OF THE ACCIDENT SITE BEFORE THE CRASH. THEY SIAD THERE WERE LOW CLOUDS WITH HAZE BUT GOOD VISIBILITY BELOW THE CLOUDS. THE ACFT IMPACTED IN A SHALLOW LEFT BANK IN A SLIGHTLY NOSE LOW ATTITUDE. A MESSAGE ON A TAPE RECORDER FOUND IN THE WRECKAGE DESCRIBED CONSTRUCTION ACTIVITY NEAR THE CABLE IN AN AREA ONE MI W OF THE ACCIDENT SITE. TELEPHONE COMPANY PERSONNEL SAID THAT THEY DID NOT RECEIVE A REPORT FROM THE PLT.

Brief of Accident (Continued)

File No. - 1726   9/11/85   HOSKINS,NE   A/C Reg. No. N15970   Time (Lcl) - 0830 CDT

Occurrence	IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation	MANEUVERING

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1774   10/25/85   OGALLALA,NE   A/C Reg. No. N467AC   Time (Lcl) - 1230 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BELLANCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/022 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
OGALLALA,NE
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
SEARLE
Runway Ident - 26
Runway Lth/Wid - 4500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - PA38112

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 168
Make/Model- 47
Instrument- 5
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

----Narrative----

WHILE PRACTICING TOUCH AND GO LANDINGS THE PLT RPTD THAT DURING THE LANDING ROLL THE LEFT BRAKE LOCKED. THE PLT APPLIED OPPOSITE RUDDER, BUT THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY UNTIL STRIKING A DITCH WHICH COLLAPSED THE GEAR. INSPECTION OF THE GEAR AND BRAKES DID NOT REVEAL ANY MALFUNCTION.

File No. - 1774 10/25/85 OGALLALA,NE A/C Reg. No. N467AC Time (Lcl) - 1230 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 1710       1/01/85    HOPKINTON,NH            A/C Reg. No. N47364          Time (Lcl) - 1315 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                   Injuries
                                                                  DESTROYED                Fatal   Serious   Minor    None
      Type of Operation        -PERSONAL                         Fire              Crew      0        1        0       0
      Flight Conducted Under   -14 CFR 91                         NONE             Pass      0        1        0       0
      Accident Occurred During -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-34-200T            Eng Make/Model - LYCOMING TSIO-360       ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  2                          Stall Warning System - YES
      Max Gross Wt   -    4750                     Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -      6                      Rated Power     -     200 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                Airport Proximity
      Wx Briefing      - FSS                         Last Departure Point                     OFF AIRPORT/STRIP
        Method         - TELEPHONE                     CROSS KEYS,NJ
        Completeness   - FULL                         Destination                            Airport Data
      Basic Weather    - IMC                           LEBANON,NH                              LEBANON, NH
        Wind Dir/Speed- CALM                                                                   Runway Ident     - 07
        Visibility     -     3.000 SM              ATC/Airspace                                Runway Lth/Wid   -  5495/  150
        Lowest Sky/Clouds  -       800 FT            Type of Flight Plan - IFR                 Runway Surface   - ASPHALT
        Lowest Ceiling         - OVERCAST            Type of Clearance    - IFR                Runway Status    - N/A
        Obstructions to Vision- UNK/NR               Type Apch/Lndg       - ILS-COMPLETE
        Precipitation          - FREEZING RAIN
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age -     35          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
         ATP                                       Current        - YES        Total      -   6000      Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                           Months Since  -  1          Make/Model-   1500      Last 30 Days- UNK/NR
                                                   Aircraft Type - 500         Instrument-   1150      Last 90 Days- UNK/NR
                                                                               Multi-Eng -   2500      Rotorcraft  -     800

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A TREE DURING AN ILS APPROACH IN IMC WX. THE ACFT WAS ON A X-CTY FLT AND THE PLT DECLARED A
MISSED APPROACH AT THIS PT BUT DID NOT ACKNOWLEDGE HITTING THE TREE. WHEN THE RT ENG QUIT AND DIRECTIONAL CONTROL
COULD NOT BE MAINTAINED THE PLT ELECTED TO MAKE A POWER OFF LANDING OFF ARPT IN AN OPEN AREA. MORE TREE COLLISIONS
OCCURRED DURING LNDG AND A HARD TOUCHDOWN WAS MADE ON ROLLING TERRAIN. NO MECHANICAL DISCREPANCIES WERE FOUND ON THE
ACFT. THE PLT HAD ACCEPTED THE ACFT WITH THE LEFT ALTERNATOR REMOVED FOR REPAIRS. THE PURPOSE OF THE FLT WAS TO
TRANSPORT THE PLTS MOTHER TO HER HOME IN NH. THE ILS APPROACH HAD BEEN ATTEMPTED AT LEBANON, NH.
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BEST COPY AVAILABLE

Brief of Accident (Continued)

File No. - 1710 1/01/85 HOPKINTON,NH A/C Reg. No. N47364 Time (Lcl) - 1315 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. OBJECT - TREE(S)
2. PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
6. WEATHER CONDITION - LOW CEILING

Occurrence #2 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
7. COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1713       2/01/85    WHITEFIELD,NH              A/C Reg. No. N27522             Time (Lcl) - 2025 EST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage                           Injuries
      Name of Carrier            -LADCO, INC.                   DESTROYED                      Fatal   Serious   Minor     None
      Type of Operation          -NON SCHED,INTL,PASSENGER     Fire                     Crew     2        0        0         0
      Flight Conducted Under     -14 CFR 135                    NONE                     Pass     2        0        1         0
      Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-31-350           Eng Make/Model - LYCOMING LIO-540-52BD     ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                            Stall Warning System - YES
      Max Gross Wt   -    7000                   Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       9                   Rated Power    -     350 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                   Airport Proximity
      Wx Briefing      - FSS                    Last Departure Point                        OFF AIRPORT/STRIP
        Method         - IN PERSON                BURLINGTON,VT
        Completeness   - FULL                  Destination                               Airport Data
      Basic Weather    - VMC                      WHITEFIELD,NH                             WHITEFIELD
        Wind Dir/Speed-                                                                     Runway Ident     - 10
        Visibility     -    15.0   SM         ATC/Airspace                                  Runway Lth/Wid   -  3500/   75
        Lowest Sky/Clouds  -                    Type of Flight Plan - IFR                   Runway Surface   - N/A
        Lowest Ceiling         -  2000 FT OVERCAST   Type of Clearance   - IFR              Runway Status    - SNOW - DRY
        Obstructions to Vision- NONE           Type Apch/Lndg      - ADF/NDB
        Precipitation          - SNOW
        Condition of Light     - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                     Age -      37             Medical Certificate - UNK/NR
        Certificate(s)/Rating(s)          Biennial Flight Review                Flight Time (Hours)
           ATP,CFI                           Current          - YES       Total       - UNK/NR        Last 24 Hrs  - UNK/NR
           SE LAND,ME LAND                   Months Since    -  0         Make/Model- UNK/NR        Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR       Instrument- UNK/NR        Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR        Rotorcraft   - UNK/NR

           Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CRASHED AFTER EXECUTING A MISSED APPROACH AT WHITEFIELD DURING IMC WX. THE ACFT WAS SEEN AT 300-400 FT
AGL DURING SOME PART OF THE MANEUVERING NEAR THE ARPT. THE ACFT SEEMED TO BE HEADING FOR THE ARPT WHEN LAST SEEN BY
GROUND OBSERVERS. THE ONLY INDICATION OF TROUBLE WAS THE LOW ALT. OF FLT. THE ACFT CRASHED AT THE 2800 FT LEVEL OF
TWIN MT ON A HDG OF 120 DEG AT 2035 HRS. IT WAS LAST SEEN ABOUT 2015 HOURS. NO FUEL WAS FOUND IN THE ENG FUEL DIVIDERS
OR FUEL LINES. THE INBOARD TANKS WERE MORE THAN HALF FULL OF FUEL. NORMAL OPERATION CALLS FOR TAKEOFF, CLIMB & DESCENT
ON THE INBOARD TANKS. THE OUTBOARD TANKS ARE USED FOR NON-MANEUVERING FLT DURING CRUISE.
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Brief of Accident (Continued)

File No. - 1713 2/01/85 WHITEFIELD,NH A/C Reg. No. N27522 Time (Lcl) - 2025 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)
1. FLUID,FUEL - STARVATION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. WEATHER CONDITION - LOW CEILING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1709       7/21/85    MOULTONBORO,NH            A/C Reg. No. N4810M           Time (Lcl) - 1105 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                 DESTROYED                 Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                      Fire               Crew      0         1         0         0
      Flight Conducted Under     -14 CFR 91                      NONE              Pass      0         2         0         0
      Accident Occurred During   -APPROACH
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-11                    Eng Make/Model - CONTINENTAL C-90-12F     ELT Installed/Activated - NO -N/A
      Landing Gear   - FLOAT                          Number Engines -  1                          Stall Warning System - NO
      Max Gross Wt   -    1350                        Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                        Rated Power    -       90 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                    Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                      OFF AIRPORT/STRIP
        Method         - N/A                            SAME AS ACC/INC
        Completeness   - N/A                         Destination                             Airport Data
      Basic Weather    - VMC                            LOCAL
        Wind Dir/Speed- 330/006 KTS                                                             Runway Ident     - N/A
        Visibility     -    70.0   SM               ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                Runway Surface   - N/A
        Lowest Ceiling         - NONE                 Type of Clearance   - NONE                Runway Status    - N/A
        Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age -      40           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                 Biennial Flight Review                Flight Time (Hours)
          PRIVATE                                  Current       - YES         Total      -     675          Last 24 Hrs - UNK/NR
          SE LAND,SE SEA                           Months Since  -  2          Make/Model-       36          Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR      Instrument-       12          Last 90 Days-      36


          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE 65 HP ACFT TOOK OFF FROM A COVE AND DURING A TURN AT ABOUT 150 FT AGL THE ACFT NOSED DWN AFTER ROLLING RT.
THE ACFT STRUCK THE WATER IN A STEEP NOSE DOWN ATTITUDE. ACCORDING TO WITNESSES, THE ENG WAS RUNNING NORMALLY DURING
THE CLIMB AND DESCENT. NO MECHANICAL DISCREPANCIES WERE NOTED. ONE WITNESS SAID HE HAD ALMOST REPORTED THE PLT FOR
LOW FLYING AND TREE TOP MANEUVERS ON PREVIOUS FLTS IN THE AREA.

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Brief of Accident (Continued)

File No. - 1709 7/21/85 MOULTONBORO,NH A/C Reg. No. N4810M Time (Lcl) - 1105 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. MANEUVER - IMPROPER - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. STALL - UNCONTROLLED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
7. TERRAIN CONDITION - WATER,GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1794      10/07/85    NEWPORT,NH                A/C Reg. No. N77110           Time (Lcl) - 1740 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                      Fire                  Crew     0        0        0         1
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        0        0         0
     Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 140                  Eng Make/Model - CONTINENTAL C-85        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                         Stall Warning System - NO
     Max Gross Wt   -    1450                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power    -       85 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                    Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                         OFF AIRPORT/STRIP
       Method         - N/A                        SPRINGFIELD,VT
       Completeness   - N/A                     Destination                                Airport Data
     Basic Weather    - VMC                        NEWPORT-PARLIN,NH                           PARLIN
       Wind Dir/Speed- CALM                                                                   Runway Ident    - 18
       Visibility     -    20.0   SM           ATC/Airspace                                   Runway Lth/Wid  -  2800/   48
       Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                   Runway Surface  - ASPHALT
       Lowest Ceiling         - NONE             Type of Clearance   - VFR                    Runway Status   - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                   GO AROUND
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      29              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                               Current        - YES        Total      -    104        Last 24 Hrs -       0
         SE LAND                               Months Since   -  2         Make/Model-    104        Last 30 Days- UNK/NR
                                               Aircraft Type  - C-140      Instrument-      2        Last 90 Days-      31

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT COLLIDED WITH TREES WHILE EXECUTING A GO-AROUND. THE ACFT LOST POWER, THE PLT LOWERED THE NOSE IN AN ATTEMPT
TO RESTART THE ENG WHILE TURNING RIGHT IN AN EFFORT TO RETURN TO THE RWY. THE ACFT STALLED AND COLLIDED WITH TREES.

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Brief of Accident (Continued)

File No. - 1794   10/07/85   NEWPORT,NH   A/C Reg. No. N77110   Time (Lcl) - 1740 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - GO-AROUND (VFR)

Finding(s)
1. FUEL SYSTEM,CARBURETOR - STARVATION
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
3. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                        National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

     File No. - 1734      8/11/85    LAKEWOOD,NJ             A/C Reg. No. N6317J            Time (Lcl) - 1530 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                       Fire                  Crew      0         0         1         0
      Flight Conducted Under     -14 CFR 91                       NONE                 Pass      0         0         0         0
      Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-28-180               Eng Make/Model - LYCOMING O-360-A4A        ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    2400                       Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                       Rated Power    -     180 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                    Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                          OFF AIRPORT/STRIP
        Method         - N/A                           LAKEWOOD,NJ
        Completeness   - N/A                        Destination                                Airport Data
      Basic Weather    - VMC                           LOCAL
        Wind Dir/Speed- 140/004 KTS                                                               Runway Ident     - N/A
        Visibility    -     7.0    SM              ATC/Airspace                                   Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    3000 FT SCATTERED   Type of Flight Plan - NONE                    Runway Surface   - DIRT
        Lowest Ceiling       - 25000 FT BROKEN      Type of Clearance   - NONE                    Runway Status    - HIGH VEGETATION
        Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
        Precipitation        - NONE
        Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                     Age -     59              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)           Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                            Current        - YES        Total     -    810        Last 24 Hrs - UNK/NR
          SE LAND                            Months Since  -  3          Make/Model-    810        Last 30 Days- UNK/NR
                                             Aircraft Type - PA-28       Instrument- UNK/NR        Last 90 Days-      6
                                                                         Multi-Eng - UNK/NR        Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE RETURNING TO LAKEWOOD AIRPORT,, POWER WAS LOST SUDDENLY. THE PILOT ELECTED TO LAND IN A STAND OF PINE AND
OAK TREES INSTEAD OF LANDING ON A BUSY HIGHWAY. THE PILOT DECIDED THAT THE DISTANCE WAS TOO GREAT FOR A GLIDE
TO THE AIRPORT. A POST CRASH INSPECTION OF THE ENGINE DID NOT REVEAL ANY CONDITIONS THAT WOULD HAVE CONTRIBUTED
TO THE LOSS OF POWER.

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Brief of Accident (Continued)

File No. - 1734 8/11/85 LAKEWOOD NJ A/C Reg. No. N6317J Time (Lcl) - 1530 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. OBJECT - TREE(S)

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1797 10/17/85 LINDEN,NJ A/C Reg. No. N5691Y Time (Lcl) - 1125 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -HOVER

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - ENSTROM F-28C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-E1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 205 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
RIDGEFIELD PARK,NJ
Destination
LINDEN,NJ

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data
LINDEN
Runway Ident - 09
Runway Lth/Wid - 4139/ 75
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 131
Make/Model- 27
Instrument- 3
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 26
Rotorcraft - 27

Instrument Rating(s) - NONE

----Narrative----

THE HELICOPTER EXPERIENCED A ROLL-OVER DURING A PRACTICE HOVER AUTOROTATION. THE ACC OCCURRED WHEN THE ACFT STARTED MOVING BACKWARDS DURING THE HOVER. THE LEFT SKID DUG INTO THE DIRT WHICH PITCHED THE ACFT NOSE UP & ROLLED IT OVER TO THE LEFT.

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Brief of Accident (Continued)

File No. - 1797   10/17/85   LINDEN,NJ   A/C Reg. No. N5691Y   Time (Lcl) - 1125 EDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   HOVER

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2   DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation   HOVER

Occurrence #3   ROLL OVER
Phase of Operation   HOVER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident
   File No. - 1790      10/20/85    TETERBORO,NJ              A/C Reg. No. N43794            Time (Lcl) - 1033 EDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL               Fatal    Serious    Minor     None
      Type of Operation         -PERSONAL                       Fire             Crew        0         0         0        1
      Flight Conducted Under    -14 CFR 91                       NONE            Pass        0         0         0        0
      Accident Occurred During  -CRUISE
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-28R-201T          Eng Make/Model - CONTINENTAL TSIO360FB1    ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2900                    Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       4                    Rated Power    -      200 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                   Airport Proximity
      Wx Briefing      - FSS                     Last Departure Point                        OFF AIRPORT/STRIP
        Method         - TELEPHONE                 WHITE PLAINS,NY
        Completeness   - FULL                   Destination                                Airport Data
      Basic Weather    - VMC                       TETERBORO,NJ
        Wind Dir/Speed- 010/009 KTS                                                          Runway Ident     - N/A
        Visibility     -    15.0   SM          ATC/Airspace                                  Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     1400 FT THIN BKN  Type of Flight Plan - NONE                Runway Surface   - N/A
        Lowest Ceiling       -   2500 FT BROKEN    Type of Clearance   - NONE                Runway Status    - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - UNK/NR
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     39            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                 Current         - YES      Total       -    542         Last 24 Hrs -      0
          SE LAND                                 Months Since    - 18       Make/Model-      435         Last 30 Days-     10
                                                  Aircraft Type - C172       Instrument-      105         Last 90 Days-     20


          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A LARGE BIRD WHILE IN CRUISE FLT. THE LEADING EDGE OF THE RT WING WAS DAMAGED. THE ACFT WAS
LANDED WITHOUT FURTHER INCIDENT.
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Brief of Accident (Continued)

File No. - 1790   10/20/85   TETERBORO,NJ   A/C Reg. No. N43794   Time (Lcl) - 1033 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)
1. OBJECT - BIRD(S)
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),VISUAL RESTRICTION BY EQUIP/STRUCT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 1739       6/22/85    DEMING,NM                A/C Reg. No. N5337              Time (Lcl) - 0830 MDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                    Fatal   Serious   Minor    None
    Type of Operation          -AERIAL APPLICATION            Fire                     Crew    0        0        0        1
    Flight Conducted Under     -14 CFR 137                     NONE                     Pass    0        0        0        0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - GRUMMAN G-164A              Eng Make/Model - P&W R-985-AN1          ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED         Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt  -    4500                     Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats  -       1                     Rated Power     -     450 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                      OFF AIRPORT/STRIP
      Method          - N/A                       DEMING,NM
      Completeness    - N/A                    Destination                             Airport Data
    Basic Weather     - VMC                       LOCAL
      Wind Dir/Speed- 230/006 KTS                                                         Runway Ident     - N/A
      Visibility     -    60.0   SM           ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     10000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - GRASS/TURF
      Lowest Ceiling         - NONE              Type of Clearance   - NONE               Runway Status    - HIGH VEGETATION
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      52          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                            Current       - UNK/NR     Total       -    1474        Last 24 Hrs -      10
        SE LAND                               Months Since  - UNK/NR     Make/Model-     1474        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days-     150
                                                                         Multi-Eng  - UNK/NR         Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
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----Narrative----

THE PLT TOLD FAA HE WAS SPRAYING A COTTON FIELD AND WAS TURNING AROUND FROM A SWATH RUN WHEN THE PROPELLER FEATHERED. THE PLT TOLD NTSB THAT THE ACFT "PITCHED UPWARD AND LOST POWER." ACFT TYPE CERTIFICATE SHOWS THAT A HAMILTON STANDARD PROPELLER M/N 2D30/6101A-12-13-14 IS INSTALLED. PROPELLER REMOVED FROM ACFT WAS A HARTZELL M/N HCB3W30-2B, AN UNAPPROVED INSTALLATION. PROP DISASSEMBLY REVEALED A SPACER HAD BEEN PLACED IN RING ASSEMBLY, MAKING IT IMPOSSIBLE FOR PROP TO FEATHER. BLADE CLAMPS INSIDE PROP HUB WEE BROKEN. NO. 1 BLADE WAS IN FEATHERED POSITION. NO. 2 BLADE WAS NEAR FEATHER, AND NO. 3 BLADE WAS PAST FEATHER. THERE WAS NO EVIDENCE OF AN OIL LOSS OR PROP GOVERNOR FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1739 6/22/85 DEMING,NM A/C Reg. No. N5337 Time (Lcl) - 0830 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. PROPELLER GOVERNOR CONTROL - FAILURE,TOTAL
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. PROPELLER SYSTEM/ACCESSORIES - IMPROPER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DIRT BANK
6. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5,6

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                    National Transportation Safety Board
                         Washington, D.C. 20594



                                   Brief of Accident

    File No. - 1757       6/06/85    LAS VEGAS,NV              A/C Reg. No. N69236          Time (Lcl) - 0649 PDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation          -INSTRUCTIONAL                  Fire                 Crew       0         0         0         1
      Flight Conducted Under     -14 CFR 91                       NONE                Pass       0         0         0         0
      Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 150                 Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                            Stall Warning System - YES
      Max Gross Wt   -    1670                    Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       2                    Rated Power    -      110 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
        Method         - N/A                        LAS VEGAS,NV
        Completeness   - N/A                     Destination                              Airport Data
      Basic Weather    - VMC                        LOCAL                                    NORTH LAS VEGAS AIR
        Wind Dir/Speed- 250/005 KTS                                                          Runway Ident     - 07
        Visibility    -    75.0   SM             ATC/Airspace                                Runway Lth/Wid   -  5005/  100
        Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE                Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE              Type of Clearance   - NONE                Runway Status    - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - TOUCH AND GO
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     36              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
          STUDENT                               Current       - N/A        Total      -     10        Last 24 Hrs - UNK/NR
                                                Months Since  - N/A        Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                Aircraft Type - N/A        Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                           Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
LOSS OF DIRECTIONAL CONTROL OCCURRED DURING THE STUDENT PILOT'S SECOND ATTEMPTED TOUCH AND GO. THE AIRCRAFT VEERED
LET, STRUCK A BERM WITH THE NOSEWHEEL AND THEN NOSED OVER.   FAA INSPECTORS ATTEMPTED TO PHYSICALLY CHECK
FLIGHT CONTROLS BUT MOVEMENT WAS LIMITED DUE TO IMPACT DAMAGE.

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Brief of Accident (Continued)

File No. - 1757 6/06/85 LAS VEGAS,NV A/C Reg. No. N69236 Time (Lcl) - 0649 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. TERRAIN CONDITION - DIRT BANK

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1731       7/30/85    LAS VEGAS,NV               A/C Reg. No. N15ES             Time (Lcl) - 0645 PDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                      Injuries
    Name of Carrier           -NEW MEXICO FLYING SERVICE       DESTROYED                   Fatal   Serious   Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,CARGO       Fire                 Crew      0        0        1        0
    Flight Conducted Under    -14 CFR 135                      NONE                Pass      0        0        0        0
    Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA T210-L                  Eng Make/Model - CONTINENTAL TSIO-520-H   ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   3800                         Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      1                         Rated Power    -    285 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                      OFF AIRPORT/STRIP
      Method         - TELEPHONE                   ALBUQUERQUE,NM
      Completeness   - UNK/NR                   Destination                             Airport Data
    Basic Weather    - VMC                         LAS VEGAS,NV                            NONE
      Wind Dir/Speed- 180/017 KTS                                                          Runway Ident    - N/A
      Visibility     -   75.0  SM              ATC/Airspace                                Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE                Runway Surface  - DIRT
      Lowest Ceiling        - NONE               Type of Clearance   - VFR FLIGHT FOLLOWINGRunway Status   - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     27              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                               Current       - YES        Total      -    964        Last 24 Hrs -      3
        SE LAND,ME LAND                          Months Since  - UNK/NR     Make/Model-     141        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-      72        Last 90 Days-    276
                                                                            Multi-Eng -     174        Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT FAILED TO INSURE THAT ADEQUATE FUEL WAS AVAILABLE FOR THE FLIGHT. A VISUAL INSPECTION OF THE FUEL IN THE
FUEL TANKS WAS NOT DONE. TO MAKE MATTERS WORSE LANDING WAS ACCOMPLISHED WITH GEAR DOWN AND FLAPS UP-CONTRARY TO
THE RECOMMENDED PROCEDURE FOR FORCED LANDING ONTO ROUGH TERRAIN AS RECOMMENDED IN THE PILOT'S OPERATING HANDBOOK.
THE PILOT ALSO LANDED WITH A MODERATE TAILWIND INCREASING HIS GROUND SPEED BY AT LEAST 10 KNOTS.

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Brief of Accident (Continued)

File No. - 1731   7/30/85   LAS VEGAS,NV   A/C Reg. No. N15ES   Time (Lcl) - 0645 PDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. COMPENSATION FOR WIND CONDITIONS - NOT SELECTED - PILOT IN COMMAND
7. TERRAIN CONDITION - DOWNHILL
8. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
9. WEATHER CONDITION - TAILWIND
10. GEAR RETRACTION - NOT SELECTED - PILOT IN COMMAND
11. FLARE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

Finding(s)
12. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,11

Factor(s) relating to this accident is/are finding(s) 1,5,7,8,9,10,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1671      9/21/85    WINNEMUCCA,NV              A/C Reg. No. N1930C            Time (Lcl) - 1410 PDT
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                SUBSTANTIAL                   Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                      Fire                    Crew     0        0        0         1
     Flight Conducted Under     -14 CFR 91                      NONE                   Pass     0        0        0         0
     Accident Occurred During   -TAKEOFF
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 170B                     Eng Make/Model - FRANKLIN O-300-A          ELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED             Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2200                         Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                         Rated Power    -     145 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                   Airport Proximity
     Wx Briefing      - UNK/NR                       Last Departure Point                        ON AIRPORT
       Method         - UNK/NR                         SAME AS ACC/INC
       Completeness   - UNK/NR                      Destination                               Airport Data
     Basic Weather    - VMC                            REEDLEY,CA                                  WINNEMUCCA MUNICIPAL
       Wind Dir/Speed- 300/015 KTS                                                                 Runway Ident     - 02
       Visibility     -   50.0   SM                ATC/Airspace                                    Runway Lth/Wid   -  5000/  120
       Lowest Sky/Clouds  -      12000 FT            Type of Flight Plan - NONE                    Runway Surface   - ASPHALT
       Lowest Ceiling         - 12000 FT BROKEN      Type of Clearance   - NONE                    Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age -     50            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                               Current          - YES      Total     -     340       Last 24 Hrs -      5
          SE LAND,ME LAND                          Months Since   - UNK/NR     Make/Model-     326       Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR      Instrument-       0       Last 90 Days-      6
                                                                               Multi-Eng -      24

          Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ATTMEPTING TO DEPART RWY 02 AND THE WIND WAS FROM 300 DEGS AT 15 KTS GUSTING TO 20 KTS. DIRECTIONAL CONTROL
OF THE ACFT WAS NOT MAINTAINED AND IT VEERED OFF THE SIDE OF THE RWY DURING THE TAKEOFF GROUND RUN.

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Brief of Accident (Continued)

File No. - 1671 9/21/85 WINNEMUCCA,NV A/C Reg. No. N1930C Time (Lcl) - 1410 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - NOT USED - PILOT IN COMMAND
6. ABORTED TAKEOFF - NOT SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

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                        National Transportation Safety Board
                             Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1786      10/01/85    WINNEMUCCA,NV          A/C Reg. No. N53432          Time (Lcl) - 0745 PDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate NONE (GENERAL AVIATION)      Aircraft Damage                     Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                     Fire                 Crew     0        0        0       1
    Flight Conducted Under    -14 CFR 91                      NONE               Pass     0        0        0       0
    Accident Occurred During  -TAKEOFF
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172P           Eng Make/Model - LYCOMING O-320-H2AD      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED        Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2500               Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4               Rated Power    -     160 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                             Airport Proximity
    Wx Briefing      - UNK/NR               Last Departure Point                  ON AIRPORT
      Method         - UNK/NR                 WINNEMUCCA,NV
      Completeness   - UNK/NR              Destination                          Airport Data
    Basic Weather    - VMC                    LOCAL                                WINNEMUCCA MUNICIPAL
      Wind Dir/Speed- CALM                                                         Runway Ident     - 20
      Visibility    -    50.0   SM        ATC/Airspace                             Runway Lth/Wid   -  5000/  150
      Lowest Sky/Clouds  -     CLEAR        Type of Flight Plan - NONE             Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE         Type of Clearance   - NONE             Runway Status    - DRY
      Obstructions to Vision- NONE          Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     35          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review               Flight Time (Hours)
        STUDENT                             Current        - N/A       Total      -      14       Last 24 Hrs -       2
                                            Months Since   - N/A       Make/Model-       14       Last 30 Days- UNK/NR
                                            Aircraft Type  - N/A       Instrument-        0       Last 90 Days-       2


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
DIRECTIONAL CONTROL WAS LOST DURING TAKEOFF ROLL DUE TO A FLAT NOSE WHEEL TIRE. THE AIRCRAFT CONTINUED TO VEER TO
THE LEFT OF THE RUNWAY DESPITE THE STUDENT PILOTS ATTEMPTS TO CORRECT TO THE RIGHT. THE AIRCRAFT DEPARTED THE
RUNWAY WHERE IT NOSED OVER.

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                                   Brief of Accident (Continued)

      File No. - 1786      10/01/85     WINNEMUCCA,NV               A/C Reg. No. N53432             Time (Lcl) - 0745 PDT
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Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     TAKEOFF - GROUND RUN

Finding(s)
   1. LANDING GEAR,TIRE - PRESSURE TOO LOW
   2.    PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
   3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
   4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
   5.      IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------------

Occurrence #2          NOSE OVER
Phase of Operation     TAKEOFF - GROUND RUN

Finding(s)
   6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
   7.      IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7
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                               National Transportation Safety Board
                                    Washington, D.C. 20594



                                       Brief of Accident

      File No. - 1718       6/23/85    CORTLAND,NY               A/C Reg. No. N4[illegible]8G            Time (Lcl) - 1615 EDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                   Fatal    Serious    Minor      None
     Type of Operation          -PERSONAL                       Fire                   Crew      0         0          1         0
     Flight Conducted Under     -14 CFR 91                       NONE                  Pass      0         0          2         0
     Accident Occurred During   -TAXI
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MCCULLOCH AIRCRAFT CORP, J-2   Eng Make/Model - LYCOMING O-360-A2D        ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED                 Number Engines -  1                           Stall Warning System - NO
     Max Gross Wt   - UNK/NR                         Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                        Rated Power    -     180 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRPORT
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                             Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC
       Wind Dir/Speed-                                                                      Runway Ident     - N/A
       Visibility      - UNK/NR                 ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling          - NONE             Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     35            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        STUDENT                                  Current       - N/A      Total     -     143         Last 24 Hrs -        1
                                                 Months Since  - N/A      Make/Model-      18         Last 30 Days- UNK/NR
        GYROPLANE                                Aircraft Type - N/A      Instrument-       4         Last 90 Days-       15


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES
WERE THROWN OUT OF TRACK AND THE GYROPLANE LOST CONTROL. THE INSUFFICIENT ROTOR RPM WAS DUE TO A ROTOR OR PULLEY BELT
STRIPPING.

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Brief of Accident (Continued)

File No. - 1718 6/23/85 CORTLAND,NY A/C Reg. No. N4328G Time (Lcl) - 1615 EDT

Occurrance #1 PROPELLER/ROTOR CONTACT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
1. ROTOR DRIVE SYSTEM,MAIN ROTOR DRIVE BELT - UNDETERMINED
2. ADEQUATE ROTOR RPM - NOT OBTAINED - PILOT IN COMMAND
3. ENGINE INSTRUMENT - INACCURATE - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
4. ROTOR SYSTEM,MAIN ROTOR BLADE - DISABLED
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

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                           National Transportation Safety Board
                                 Washington, D.C. 20594


                                    Brief of Accident

   File No. - 1719       8/13/85    CARTHAGE,NY              A/C Reg. No. N2661K            Time (Lcl) - 1250 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                              SUBSTANTIAL                  Fatal    Serious    Minor    None
   Type of Operation          -PERSONAL                      Fire               Crew       0         0         1        0
   Flight Conducted Under     -14 CFR 91                      NONE               Pass       0         0         0        0
   Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - LUSCOMBE 8E                 Eng Make/Model  - CONTINENTAL C-85-12       ELT Installed/Activated - YES/NO
   Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines  -  1                            Stall Warning System - NO
   Max Gross Wt   -    1400                     Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats   -       2                     Rated Power     -      85 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                    Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                         ON AIRSTRIP
     Method         - N/A                        SAME AS ACC/INC
     Completeness   - N/A                     Destination                                Airport Data
   Basic Weather    - VMC                        WATERTOWN,NY                               CARTHAGE
     Wind Dir/Speed- 190/010 KTS                                                            Runway Ident     - 27
     Visibility     -    10.0   SM           ATC/Airspace                                  Runway Lth/Wid   -  2500
     Lowest Sky/Clouds  -     20000 FT        Type of Flight Plan - NONE                    Runway Surface   - GRASS/TURF
     Lowest Ceiling        - 20000 FT OVERCAST  Type of Clearance   - NONE                  Runway Status    - DRY
     Obstructions to Vision- NONE             Type Apch/Lndg      - PRECAUTIONARY LANDING
     Precipitation         - NONE
     Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                          Age -      61              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL,CFI                         Current         - YES      Total      -   1453        Last 24 Hrs -       0
       SE LAND,SE SEA                         Months Since    -  1       Make/Model-    278        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-     12        Last 90 Days-      12
                                                                         Multi-Eng -      3        Rotorcraft  -       2

       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PILOT,WHILE CLIMBING TO CRUISE, THE ENGINE BEGAN TO RUN ROUGH; HOWEVER IT DID NOT QUIT. THE PILOT
DECIDED TO RETURN TO THE FIELD FOR A PRECAUTIONARY LANDING. WHILE TURNING ONTO FINAL APPROACH, THE ENGINE QUIT AND THE
PILOT ATTEMPTED TO GLIDE TO THE RUNWAY. THE ALTITUDE WAS INSUFFICIENT TO CLEAR THE HIGH VEGETATION ON THE APPROACH END
OF THE RUNWAY AND THE AIRCRAFT COLLIDED WITH IT. THE AIRCRAFT THEN CONTACTED THE RUNWAY IN A NOSE DOWN ATTITUDE AND
NOSED OVER.

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Brief of Accident (Continued)

File No. - 1719   8/13/85   CARTHAGE,NY   A/C Reg. No. N2661K   Time (Lcl) - 1250 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   CLIMB - TO CRUISE

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED
2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
3. TERRAIN CONDITION - HIGH VEGETATION
4. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND
5. TERRAIN CONDITION - RUNWAY
6. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #3   NOSE OVER
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
7. FLARE - NOT POSSIBLE - PILOT IN COMMAND
8. PROPER DESCENT RATE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,8

Factor(s) relating to this accident is/are finding(s) 2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1675       8/28/85    CENTRAL SQUARE,NY          A/C Reg. No. N4252J            Time (Lcl) - 1016 EDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                DESTROYED                   Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire               Crew       0        0        0        1
     Flight Conducted Under     -14 CFR 91                      ON GROUND         Pass       0        1        0        2
     Accident Occurred During   -TAKEOFF
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-140               Eng Make/Model - LYCOMING O-320-E2A        ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1950                       Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                       Rated Power     -     150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                 Airport Proximity
     Wx Briefing      - UNK/NR                       Last Departure Point                      ON AIRPORT
       Method         - UNK/NR                         SAME AS ACC/INC
       Completeness   - UNK/NR                      Destination                              Airport Data
     Basic Weather    - VMC                            MASSENA,NY                               SYRACUSE SUBURBAN
       Wind Dir/Speed- 240/012 KTS                                                             Runway Ident      - 33
       Visibility     -     7.0   SM               ATC/Airspace                                 Runway Lth/Wid   -  2600/    45
       Lowest Sky/Clouds  -    CLEAR                 Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE                 Type of Clearance    - NONE                Runway Status    - UNK/NR
       Obstructions to Vision- NONE                  Type Apch/Lndg       - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      34             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                Current        - UNK/NR     Total       -    136        Last 24 Hrs -       2
        SE LAND                                Months Since  - UNK/NR     Make/Model-       2        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument-       0        Last 90 Days-      13


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THE ACFT WOULD NOT CLIMB OUT OF GROUND EFFECT DURING TAKEOFF. HE FLEW THE ACFT BETWEEN TREES AT THE
END OF THE RWY AND SEVERED THE WINGS FROM THE FUSELAGE. THE ACFT WAS FOUND TO BE 317 LBS OVER GROSS WEIGHT.

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File No. - 1675 8/28/85 CENTRAL SQUARE,NY A/C Reg. No. N4252J Time (Lcl) - 1016 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE - DETERIORATED
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 6

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                              National Transportation Safety Board
                                  Washington, D.C. 20594


                                    Brief of Accident

     File No. - 1796       8/30/85    HAMILTON,NY              A/C Reg. No. N92RC               Time (Lcl) - 1430 EDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                Fatal    Serious    Minor     None
     Type of Operation          -BUSINESS                      Fire               Crew       0         0          0        2
     Flight Conducted Under     -14 CFR 91                      NONE              Pass       0         0          0        0
     Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - SWEARINGEN 226T              Eng Make/Model - GARETT TEP-331        ELT Installed/Activated - UNK/NR
     Landing Gear   - UNK/NR                       Number Engines -  2                        Stall Warning System - YES
     Max Gross Wt   -   10062                      Engine Type    - UNK/NR
     No. of Seats   -       8                      Rated Power    - UNK/NR
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRPORT
       Method         - N/A                          BINGHAMTON,NY
       Completeness   - N/A                       Destination                            Airport Data
     Basic Weather    - VMC                          HAMILTON,NY                              HAMILTON
       Wind Dir/Speed-                                                                        Runway Ident     - 35
       Visibility     - UNK/NR                  ATC/Airspace                                 Runway Lth/Wid   -  5000/   75
       Lowest Sky/Clouds  -                       Type of Flight Plan - VFR                   Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE              Type of Clearance   - NONE                  Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     30           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL                            Current         - YES      Total       -    950      Last 24 Hrs -      1
        SE LAND,ME LAND                       Months Since  -  3         Make/Model-     500      Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-     360      Last 90 Days-    200
                                                                         Multi-Eng -     600

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT WAS ON APPROACH FOR LANDING AT HAMILTON, NEW YORK WHEN THE CROSS POWER LEVERS WERE PULLED BACK TO
FLIGHT IDLE. THE LEFT PROP WENT INTO BETA MODE STALLING THE LEFT WING AT ABOUT 8 FEET ABOVE THE RUNWAY. THE AIRCRAFT
ROLLED ABOUT 20 DEGREES TO THE LEFT, THEN FELL TO THE RUNWAY. AN INSPECTION VERIFIED THE POSIBILITY OF THE LEVER GOING
BEYOND THE STOP. THE POWER LEVER INCORPORATES A SPRING LOADED GUARD WHICH ENGAGES A GATE ON THE QUARDRANT AT THE FLIGHT
IDLE POSITION TO PREVENT MOVEMENT OF THE LEVER INTO GROUND OPERATING RANGE WHILE IN FLIGHT.

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Brief of Accident (Continued)

File No. - 1796   8/30/85   HAMILTON,NY   A/C Reg. No. N92RC   Time (Lcl) - 1430 EDT

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. THROTTLE/POWER LEVER,PUSH/PULL ROD - WORN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1717       9/29/85    PREBLE,NY                 A/C Reg. No. N33920            Time (Lcl) - 1310 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                        Fire                  Crew     0        0        1        0
    Flight Conducted Under   -14 CFR 91                        NONE                 Pass     0        0        1        0
    Accident Occurred During -APPROACH
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - SCHWEIZER SGS 2-33A        Eng Make/Model - N/A                ELT Installed/Activated - NO -N/A
    Landing Gear   - UNK/NR                     Number Engines - N/A                   Stall Warning System - NO
    Max Gross Wt   -    1050                    Engine Type    - UNK/NR
    No. of Seats   -       2                    Rated Power    - N/A
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
      Method        - N/A                         THERMAL RIDGE
      Completeness  - N/A                      Destination                            Airport Data
    Basic Weather   - VMC                         SAME AS ACC/INC
      Wind Dir/Speed- UNK/NR                                                            Runway Ident     - N/A
      Visibility    -    15.0   SM            ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE             Runway Surface   - GRASS/TURF
      Lowest Ceiling       -                     Type of Clearance   - NONE             Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     53          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL                            Current        - YES      Total      -    787        Last 24 Hrs -      0
        SE LAND,ME LAND                       Months Since  -  2        Make/Model -     12        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR    Instrument -    258        Last 90 Days-      1
                                                                        Multi-Eng  -      7        Rotorcraft  -     10

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
A SCHWEIZER N33920, COLLIDED WITH A UTILITY POLE WHILE EXECUTING A GO AROUND AT PREBLE AIRPORT, NY. THE ACFT WAS
DESTROYED. THE PLT AND PASSENGER RECEIVED MINOR INJURIES. THE PLT STATED THAT THE FIRST TWO FLIGHTS WERE UNEVENTFUL,
BUT NOTICED THE STALL SPEED WAS HIGHER THAN USUAL AND SEEMED TO BE ENTERING A STALL AT A HIGHER SPEED THAN IS
RECOMMENDED IN THE MANUAL. APPLYING SPOILERS DID NOT CORRECT THE AIRSPEED,. THE PLT SAID THAT HE MIGHT HAVE BEEN PULLING
THE TRIM TAB CONTROL INSTEAD OF THE SPOILERS. ON THE LANDING THE ACFT BOUNCED. ON PULLUP THE LEFT WING TIP STRUCK A
POLE. THE ACFT LANDED IN TREES, THEN SLID FLATLY TO THE GROUND.
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BEST COPY AVAILABLE

Brief of Accident (Continued)

File No. - 1717 9/29/85 PREBLE,NY A/C Reg. No. N33920 Time (Lcl) - 1310 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
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Brief of Accident

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   File No. - 1787      10/25/85    GREAT VALLEY,NY              A/C Reg. No. N5486D            Time (Lcl) - 1115 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation         -BUSINESS                       Fire                  Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 91                       NONE                 Pass      0        0        0        0
     Accident Occurred During  -APPROACH
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172N                   Eng Make/Model - LYCOMING O-320-H2AD       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2300                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                       Rated Power    -    160 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing      - FSS                         Last Departure Point                       OFF AIRPORT/STRIP
       Method         - TELEPHONE                     ERIE COUNTY,PA
       Completeness   - WEATHER NOT PERTINENT        Destination                             Airport Data
     Basic Weather    - VMC                           GREAT VALLEY,NY                          EDDY'S
       Wind Dir/Speed- 310/010 KTS                                                             Runway Ident     - 22
       Visibility     -    25.0    SM               ATC/Airspace                               Runway Lth/Wid   -  3000/    40
       Lowest Sky/Clouds -       CLEAR                Type of Flight Plan - NONE               Runway Surface   - DIRT
       Lowest Ceiling        - NONE                   Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                   Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                            Age -     36          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                  Biennial Flight Review              Flight Time (Hours)
          PRIVATE                                  Current      - YES       Total      -     99        Last 24 Hrs -      5
          SE LAND                                  Months Since -  3        Make/Model-     78        Last 30 Days- UNK/NR
                                                   Aircraft Type - 172      Instrument-      3        Last 90 Days-     32

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT EXPERIENCED WINDSHEAR WHILE LANDING AT GREAT VALLEY, N. Y. THE PLT ATTEMPTED TO MAKE A GO AROUND, BUT WAS
UNSUCCESSFUL AND LANDED IN A CORN FIELD. THE ACFT WAS SUBSTANTIALLY DAMAGED. HOWEVER, THE PRIVATE CERTIFICATED
PLT WAS UNINJURED.
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                                   Brief of Accident (Continued)

    File No. - 1787      10/25/85    GREAT VALLEY,NY            A/C Reg. No. N5486D           Time (Lcl) - 1115 EDT
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Occurrence #1          IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation     LANDING

Finding(s)
  1. WEATHER CONDITION - WINDSHEAR
  2.    GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #2          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     APPROACH - GO-AROUND (VFR)
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1
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Brief of Accident

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   File No. - 1791      11/01/85    NEW YORK,NY              A/C Reg. No. N4007W           Time (Lcl) - 1955 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                      Fatal   Serious   Minor    None
     Type of Operation          -INSTRUCTIONAL                Fire                      Crew      0        0        0        2
     Flight Conducted Under     -14 CFR 91                     NONE                     Pass      0        0        0        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-32-300             Eng Make/Model - LYCOMING IO-540-KIA5      ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -   3400                      Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -      6                      Rated Power     -      300 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                     Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING         Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                              MORRISTOWN,NJ
       Completeness   - N/A                          Destination                              Airport Data
     Basic Weather    - VMC                              SAME AS ACC/INC
       Wind Dir/Speed- 090/007 KTS                                                              Runway Ident     - N/A
       Visibility     -    15.0   SM                ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     25000 FT SCATTERED    Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling       - NONE                    Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                   Type Apch/Lndg      - FORCED LANDING
       Precipitation        - NONE
       Condition of Light   - NIGHT(BRIGHT)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      44           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL,CFI                         Current         - YES        Total      -   3756         Last 24 Hrs -      0
        SE LAND,ME LAND                        Months Since  -  3           Make/Model-      11         Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR       Instrument-     224         Last 90 Days-     87
                                                                            Multi-Eng -     842

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
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ACCORDING TO THE PILOT, THE PURPOSE OF THE FLIGHT WAS TO PROVIDE THE STUDENT WITH NIGHT FLYING INSTRUCTION. THE PREFLIGHT AND RUN UP REVELAED NO DISCREPANCIES AND 10 QUARTS OF OIL WERE DETERMINED TO BE IN THE ENGINE. THE AIRCRAFT PROCEEDED SOUTH ALONG THE HUDSON RIVER UNTIL ABOUT 2 MILES SOUTH OF LIBERTY STATE PARK WHERE A LEFT TURN WAS ENTERED IN ORDER TO OBSERVE A FIREWORKS DISPLAY. AN ENGINE SURGE WAS EXPERIENCED DUE TO THE PROPELLER PITCH DECREASING AND THE PILOT NOTICED AN ODOR ASSOCIATED WITH A HOT ENGINE. THE PILOT NOTICED THE ENGINE OIL PRESSURE GAUGE READING OF ZERO AND CONTACTED NEWARK INTERNATIONAL AIRPORT TO ADVISE THEM OF THE EMERGENCY. DURING THE FLIGHT TO NEWARK, THE ENGINE SEIZED AND THE PILOT DECIDED TO LAND PARALLEL TO THE SOUTHERN SHORE OF LIBERTY PARK IN THE WATER. AFTER THE DITCHING, THE COAST GUARD RESCUED THE TWO OCCUPANTS WHO HAD EXITED THE AIRCRAFT AND WERE STANDING ON THE WINGS.

Brief of Accident (Continued)

File No. - 1791 11/01/85 NEW YORK,NY A/C Reg. No. N4007W Time (Lcl) - 1955 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)
1. LUBRICATING SYSTEM - FAILURE,TOTAL
2. MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY,CRANKCASE - CRACKED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. FLUID,OIL - LOSS,PARTIAL
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
6. ENGINE ASSEMBLY,CRANKCASE - CRACKED
7. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
8. TERRAIN CONDITION - WATER,ROUGH
9. ALTITUDE - INADEQUATE - PILOT IN COMMAND
10. WHEELS DOWN LANDING IN WATER - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6,9

Factor(s) relating to this accident is/are finding(s) 3,5,7,8,10

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1749       7/27/85    CHESAPEAKE,OH             A/C Reg. No. N100HA             Time (Lcl) - 1145 EDT
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                DESTROYED                  Fatal   Serious   Minor     None
     Type of Operation          -BUSINESS                      Fire               Crew      1        0         0        0
     Flight Conducted Under     -14 CFR 91                      ON GROUND         Pass      0        0         0        0
     Accicent Occurred During   -MANEUVERING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - AERO COMMANDER 680-FP        Eng Make/Model - LYCOMING IGSO-540-B1A     ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt   -    8000                      Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       6                      Rated Power     -      380 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing     - NWS                         Last Departure Point                     OFF AIRPORT/STRIP
       Method        - TELEPHONE                     CHESAPEAKE,OH
       Completeness  - FULL                        Destination                            Airport Data
     Basic Weather   - VMC                           COLUMBUS,OH
       Wind Dir/Speed- 030/008 KTS                                                          Runway Ident    - N/A
       Visibility    -    15.0   SM              ATC/Airspace                               Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -      3500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface  - N/A
       Lowest Ceiling          - NONE               Type of Clearance   - NONE              Runway Status   - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                             Age -     35          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                   Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL                                 Current        - YES      Total      - UNK/NR        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                            Months Since   -  1       Make/Model - UNK/NR        Last 30 Days- UNK/NR
                                                    Aircraft Type  - PA-23    Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                              Multi-Eng  - UNK/NR        Rotorcraft  - UNK/NR

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
AS NEAR AS CAN BE DETERMINED, THIS WAS THE PLT'S SECOND FLT SINCE OBTAINING HIS MULTI ENGINE RATING AND THIRD FLT
SINCE OBTAINING HIS COM'L PLT CERTIFICATE FROM A DESIGNATED P.E. THE ACFT WAS OBSERVED TO DEPART LAWRENCE CO. ARPT AND
UPON REACHING A POINT OVER THE RWY END, AN ENGINE STARTED MAKING A POPPING SOUND. THE PLT RADIOED ON UNICOM THAT HE
WAS HAVING TROUBLE WITH THE ACFT. THE ACFT CLIMBED TO AN ESTIMATED 500 FT AND A LEFT TURN AWAY FROM THE OHIO RIVER AND
TOWARD THE HILLS WAS STARTED. WITNESSES OBSERVED ACFT PORPOISE IN FLT AND SAID THAT AT LEAST ONCE IT SOUNDED AS IF BOTH
ENGINES QUIT MOMENTARILY THEN RESTARTED. THEN ACFT ROLLED INTO LEFT BANK AND STRUCK TREES ON RIDGETOP.
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Brief of Accident (Continued)

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       File No. - 1749       7/27/85    CHESAPEAKE,OH             A/C Reg. No. N100HA            Time (Lcl) - 1145 EDT
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Occurrence #1         LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)
   1. ENGINE ASSEMBLY,OTHER - ERRATIC
   2.   THROTTLE/POWER CONTROL - INADEQUATE - PILOT IN COMMAND
   3.      IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
   4.            INADEQUATE CERTIFICATION/APPROVAL,AIRMAN - FAA(ORGANIZATION)
   5. EMERGENCY PROCEDURE - NOT USED - PILOT IN COMMAND
   6.      IMPROPER USE OF PROCEDURE,EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
   7.            INSUFFICIENT STANDARDS/REQUIREMENTS,OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
   8. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
   9.      IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  10.      IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  11.      IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING - PILOT IN COMMAND
  12.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,PRESSURE - PILOT IN COMMAND
  13.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
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Occurrence #2         IN FLIGHT COLLISION WITH OBJECT
Phase of Operation    MANEUVERING

Finding(s)
  14. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  15.   PROPELLER FEATHERING - NOT IDENTIFIED - PILOT IN COMMAND
  16. OBJECT - TREE(S)
  17.   JUDGEMENT - POOR - PILOT IN COMMAND
---------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,5,8,9,10,12,13,15,17

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,11,14,16
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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

     File No. - 1759       3/02/85    BARTLESVILLE,OK           A/C Reg. No. N7068C            Time (Lcl) - 1930 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                            Injuries
                                                                 DESTROYED                      Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                        Fire                    Crew     0        0        1        0
     Flight Conducted Under    -14 CFR 91                        NONE                   Pass     0        0        0        0
     Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-181            Eng Make/Model - LYCOMING O-360-A4M       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2550                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                    Rated Power    -     180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                       BARTLESVILLE,OK
       Completeness   - N/A                     Destination                             Airport Data
     Basic Weather    - VMC                       LOCAL                                   FRANK PHILLIPS
       Wind Dir/Speed- 150/010 KTS                                                        Runway Ident     - 17
       Visibility     -    5.0   SM           ATC/Airspace                                Runway Lth/Wid   -  6200/  100
       Lowest Sky/Clouds  -      1000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - ASPHALT
       Lowest Ceiling          - NONE           Type of Clearance   - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation           - NONE                                 FULL STOP
       Condition of Light      - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     31          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                Current        - YES       Total       -     151        Last 24 Hrs -        1
         SE LAND                                Months Since   -  8        Make/Model-       48        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                           Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER ONE UNEVENTFUL FULL-STOP LANDING THE PLT RE-ENTERED THE PATTERN FOR A SECOND LANDING. THE PLT TRUNED TO FINAL
AT ABOUT 500 FT AGL AND 65-70 KTS WITH THE RWY LIGHTS IN SIGHT. SHORTLY THEREAFTER, ACCORDING TO THE PLT, THE
LANDING LIGHT ILLUMINATED TWO TREES. A RIGHT TURN WAS INITIATED BUT THE LEFT WING STRUCK ONE OF THE TREES 20 TO
30 FT AGL. THE ACFT DESCENDED OUT OF CONTROL TO THE GROUND APROX 1/4 NORTH OF THE ARPT. THE PLT STATED THAT THE
PURPOSE OF THE FLT WAS TO ACCOMPLISH 3 TAKE-OFFS AND LANDINGS AT NIGHT IN ORDER TO SATISFY FAR CURRENCY REQUIREMENTS
FOR CARRYING PAX. HE FURTHER RELATED THAT NIGHT INSTRUCTION FROM A CFI IN THE PAST YEAR COULD HAVE PREVENTED THE
ACCIDENT.

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Brief of Accident (Continued)

File No. - 1759 3/02/85 BARTLESVILLE,OK A/C Reg. No. N7068C Time (Lcl) - 1930 CST

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
3 IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
5. OBJECT - TREE(S)
6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
7. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1684       8/14/85    SALLISAW,OK              A/C Reg. No. N738XZ            Time (Lcl) - 1300 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                  Crew       0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass       0        0        0        0
    Accident Occurred During   -APPROACH
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172N              Eng Make/Model - LYCOMING O-320-H2AD       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -   2150                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                   Rated Power    -     150 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                              Airport Proximity
    Wx Briefing     - UNK/NR                  Last Departure Point                   ON AIRPORT
      Method        - UNK/NR                    SPRINGFIELD,MO
      Completeness  - UNK/NR                 Destination                           Airport Data
    Basic Weather   - VMC                       PHOENIX,AZ                             SALLISAW MUNICIPAL
      Wind Dir/Speed- 050/008 KTS                                                      Runway Ident     - 90
      Visibility    -    12.0   SM          ATC/Airspace                               Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -      8000 FT       Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
      Lowest Ceiling        -   8000 FT OVERCAST  Type of Clearance - NONE             Runway Status    - UNK/NR
      Obstructions to Vision- NONE            Type Apch/Lndg      - GO AROUND
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -   55           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
        PRIVATE                              Current       - YES     Total       -    560        Last 24 Hrs -      2
        SE LAND                              Months Since  -  1      Make/Model-      505        Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR  Instrument-       11        Last 90 Days-     25


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED HE HAD AN ELECTRICAL FAILURE AND ELECTED TO MAKE A PRECAUTIONARY LANDING AT SALLISAW MUNICIPAL ARPT.
EQUIPMENT WAS ON THE RWY AND THE PLT ELECTED TO LAND ON A GRASS STRIP NEXT TO THE RWY. HE TOUCHED DOWN AND DURING
ROLLOUT THOUGHT HE COULD NOT STOP ON THE STRIP AND INITIATED AN ABORTED LANDING. THE ACFT COLLIDED WITH TREES AT THE
END OF THE RWY.

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Brief of Accident (Continued)

File No. - 1684   6/14/85   SALLISAW,OK   A/C Reg. No. N738XZ   Time (Lcl) - 1300 CDT

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. ELECTRICAL SYSTEM - UNDETERMINED
2. ABORTED LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH - GO-AROUND (VFR)

Finding(s)
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident
    File No. - 1651     10/19/85    TULSA,OK              A/C Reg. No. N2952N         Time (Lcl) - 1633 CDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                 Injuries
                                                            SUBSTANTIAL               Fatal   Serious   Minor   None
    Type of Operation        -PERSONAL                     Fire                Crew     0        0        1      0
    Flight Conducted Under   -14 CFR 91                     NONE               Pass     0        0        1      0
    Accident Occurred During -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 310             Eng Make/Model - CONTINENTAL O-470-B      ELT Installed/Activated - UNK/NR
    Landing Gear  - TRICYCLE-RETRACTABLE   Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt  -    4600                Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       5                Rated Power    -     240 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                            Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point               OFF AIRPORT/STRIP
      Method        - N/A                       NORMAN,OK
      Completeness  - N/A                    Destination                       Airport Data
    Basic Weather   - VMC                      SAME AS ACC/INC                    TULSA INTERNATIONAL
      Wind Dir/Speed- 260/003 KTS                                                 Runway Ident    - 35L
      Visibility    -     6.0   SM         ATC/Airspace                           Runway Lth/Wid  -  5498/  150
      Lowest Sky/Clouds  -      4500 FT      Type of Flight Plan - NONE           Runway Surface  - ASPHALT
      Lowest Ceiling     -      4500 FT OVERCAST  Type of Clearance  - VFR        Runway Status   - DRY
      Obstructions to Vision- NONE           Type Apch/Lndg      - STRAIGHT-IN
      Precipitation       - NONE                                   FULL STOP
      Condition of Light  - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                   Age - UNK/NR          Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)         Biennial Flight Review          Flight Time (Hours)
        UNK/NR                          Current       - UNK/NR    Total       - UNK/NR       Last 24 Hrs - UNK/NR
                                        Months Since  - UNK/NR    Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                        Aircraft Type - UNK/NR    Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                  Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

        Instrument Rating(s)  - UNK/NR  .
------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT EXPERIENCED FUEL EXHAUSTION WHILE ON FINAL APCH FOR LANDING ON RWY 35L AT TULSA INTERNATIONAL ARPT, OK.
THE ACFT UNDERSHOT THE RWY BY 1/2 TO 3/4 OF A MILE WHERE IT CONTACTED RAILROAD TRACKS.

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Brief of Accident (Continued)

File No. - 1651 10/19/85 TULSA,OK A/C Reg. No. N2952N Time (Lcl) - 1633 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

---+Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                       Brief of Accident

    File No. - 1756      7/14/85    SCAPPOOSE,OR             A/C Reg. No. N5891J           Time (Lcl) - 1815 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                    Injuries
                                                              SUBSTANTIAL              Fatal    Serious    Minor    None
      Type of Operation         -PERSONAL                    Fire                Crew    0        0         0        1
      Flight Conducted Under    -14 CFR 91                    NONE               Pass    0        0         0        1
      Accident Occurred During  -TAXI
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BEECHCRAFT 35-C33          Eng Make/Model - CONTINENTAL IO-470 SERIES ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt   -    3050                    Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       4                    Rated Power     -      260 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                          Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point               ON AIRPORT
        Method          - N/A                        SUNRIVER,OR
        Completeness    - N/A                     Destination                      Airport Data
      Basic Weather     - VMC                        SCAPPOOSE,OR                       SCAPPOOSE INDUSTRIAL
        Wind Dir/Speed- CALM                                                            Runway Ident     - 33
        Visibility     -    25.0    SM            ATC/Airspace                          Runway Lth/Wid   -  4000/  150
        Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE          Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE               Type of Clearance   - NONE          Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     46            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review             Flight Time (Hours)
          COMMERCIAL                            Current        - YES      Total      -    3025       Last 24 Hrs -       2
          SE LAND                               Months Since   - 13       Make/Model-       4       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-      69       Last 90 Days-       6


          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAXI FROM LANDING WHILE IN A TURN, TH EPILOT INADVERT ENTLY SELECTED GEAR UP. HE OWNS A SIMILAR AIRPLANE AND
HAD BORROWED THIS AIRCRAFT. HIS AIRCRAFT GEAR AND FLAP CONTR OLS ARE IN THE OPPOSITE POSITION OF THIS AIRCRAFT'S.
HE INTENDED TO RAISE THE FLAPS AND NOT THE GEAR.

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Brief of Accident (Continued)

File No. - 1756 7/14/85 SCAPPOOSE,OR A/C Reg. No. N5891J Time (Lcl) - 1815 PDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. GEAR RETRACTION - SELECTED - PILOT IN COMMAND

----Probable Cause ---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                                         Brief of Accident

      File No. - 1720       8/17/85    BUXTON,OR                A/C Reg. No. N9607B          Time (Lcl) - 1750 PDT
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----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                                SUBSTANTIAL                Fatal   Serious    Minor     None
      Type of Operation          -PERSONAL                     Fire                 Crew     0        0         0         1
      Flight Conducted Under     -14 CFR 91                     NONE                Pass     0        0         0         1
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 180A                  Eng Make/Model - CONTINENTAL O-470-K       ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    2650                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                       Rated Power    -     230 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                  Airport Proximity
      Wx Briefing      - UNK/NR                    Last Departure Point                       ON AIRPORT
        Method         - UNK/NR                      HILLSBORO,OR
        Completeness   - UNK/NR                   Destination                              Airport Data
      Basic Weather    - VMC                         CORNELIUS,OR                             HAYDEN MOUNTAIN
        Wind Dir/Speed- 290/005 KTS                                                           Runway Ident     - N/A
        Visibility     -   50.0   SM             ATC/Airspace                                 Runway Lth/Wid   -  1000
        Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                 Runway Surface   - GRAVEL
        Lowest Ceiling         - NONE              Type of Clearance   - NONE                 Runway Status    - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     44            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                Current         - YES      Total      -     808        Last 24 Hrs -       3
          SE LAND                                Months Since    - 12       Make/Model-      610        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-        0        Last 90 Days-      34


          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT MISJUDGED HIS TOUCHDOWN POINT ON THE 1,000 FOOT AIRSTRIP AND HAD AN EXCESS OF AIRSPEED. AND OVERRUN OCCURRED
AND THE AIRCRAFT WENT DOWN AN EMBANKMENT. AT THE TIME OF TOUCHDOWN, THERE WAS ONLY ABOUT 4 KTS OF HEADWIND AVAILABLE.

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Brief of Accident (Continued)

File No. - 1720   8/17/85   BUXTON,OR   A/C Reg. No. N9607B   Time (Lcl) - 1750 PDT

Occurrence #1   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

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     File No. - 1764      9/30/85    PRINEVILLE,OR              A/C Reg. No. N58209             Time (Lcl) - 1230 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                    Injuries
                                                                  DESTROYED                 Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                       Fire                Crew     1        0        0        0
      Flight Conducted Under     -14 CFR 91                       NONE               Pass     0        0        0        0
      Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - MITCHELL U2              Eng Make/Model - HONDA 250CC              ELT Installed/Activated - NO -N/A
      Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - NO
      Max Gross Wt   - UNK/NR                   Engine Type     - RECIPROCATING-CAPBURETOR
      No. of Seats   -       1                  Rated Power     -       18 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                              Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                   OFF AIRPORT/STRIP
        Method         - N/A                       SAME AS ACC/INC
        Completeness   - N/A                    Destination                           Airport Data
      Basic Weather    - VMC                       LOCAL
        Wind Dir/Speed- CALMABLE                                                        Runway Ident    - N/A
        Visibility     -    45.0   SM           ATC/Airspace                            Runway Lth/Wid  - N/A
        Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE            Runway Surface  - N/A
        Lowest Ceiling          - NONE            Type of Clearance   - NONE            Runway Status   - N/A
        Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     64          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL                               Current        - UNK/NR    Total        -      45      Last 24 Hrs -      1
         SE LAND                                  Months Since   - UNK/NR    Make/Model-          0      Last 30 Days-      2
         HELICOPTER                               Aircraft Type  - UNK/NR    Instrument- UNK/NR          Last 90 Days-      7
                                                                             Multi-Eng - UNK/NR          Rotorcraft  -   3000

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT WAS ON SECOND FLT IN NEWLY COMPLETED, REGISTERED ULTRALIGHT. CRAFT HAD NOT BEEN ISSUED A CERTIFICATE  OF
AIRWORTHINESS.  AFTER TAKEOFF, ACFT WAS OBSERVED TO CIRCLE AIRPORT, THEN DESCEND OUT OF SIGHT BEHIND TREES.
INVESTIGATION SHOWED STEEEP, NOSEDOWN IMPACT. AIRFRAME DESTRUCTION PRECLUDED ESTABLISHMENT OF PRE-IMPACT STRUCTURAL
INTEGRITY OR ABSENCE OF CONTROL MALFUNCTOIN. NO POWER PLANT DEFECTS FOUND. PLT WAS WEARING PARACHUTE, WHICH WAS FOUND
PARTIALLY DEPLOYED. NO EVIDENCE FOUND OF MEDICAL IMPAIRMENT IN 64-YR-OLD PLT.
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Brief of Accident (Continued)

File No. - 1764   9/30/85   PRINEVILLE,OR   A/C Reg. No. N58209   Time (Lcl) - 1230 PDT

Occurrence #1   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 1788      10/06/85    BURTON LAKE,OR              A/C Reg. No. N50120            Time (Lcl) - 1900 PDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                  Fatal  Serious  Minor   None
    Type of Operation         -PERSONAL                       Fire                  Crew     0       0       0       1
    Flight Conducted Under    -14 CFR 91                       NONE                 Pass     0       0       0       1
    Accident Occurred During  -TAKEOFF
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150              Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1600                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     2                   Rated Power    -     100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRSTRIP
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                              Airport Data
    Basic Weather    - VMC                         BURNS,OR
      Wind Dir/Speed- CALM                                                                  Runway Ident     - UNK/NR
      Visibility     -    50.0    SM           ATC/Airspace                                 Runway Lth/Wid   -  1800 -UNK/NR
      Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE                Runway Surface   - DIRT
      Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status    - SOFT
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     28              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
          PRIVATE                                Current        - UNK/NR    Total       -     120       Last 24 Hrs  -      1
          SE LAND                                Months Since   - UNK/NR    Make/Model-       72       Last 30 Days- UNK/NR
          HELICOPTER                             Aircraft Type  - UNK/NR    Instrument-        0       Last 90 Days-     13
                                                                                                      Rotorcraft   -     48

          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT FAILED TO BECOME AIRBORNE ON THE SOFT, SHORT, ROUGH CINDER COVERED AIRSTRIP PROBABLY DUE TO A COMBINATION
OF DENSITY ALTITUDE AND POOR PLT TECHNIQUE. THE ACFT STRUCK A BERM AT THE END OF THE RUNWAY WHERE IT NOSED OVER. THE
PLT WAS ALSO DEPARTING FACING THE SETTING SUN.

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Brief of Accident (Continued)

File No. - 1788   10/06/85   BURTON LAKE,OR   A/C Reg. No. N50120   Time (Lcl) - 1900 PDT

Occurrence #1   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. PLANNING-DECISION - NOT UNDERSTOOD - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
4. WEATHER CONDITION - UNFAVORABLE WIND
5. LIGHT CONDITION - SUNGLARE

Occurrence #2   NOSE OVER
Phase of Operation   TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

     File No. - 1697      10/28/85    NORTH BEND,OR            A/C Reg. No. N8316B          Time (Lcl) - 1854 PST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                     Injuries
                                                                NONE                   Fatal   Serious    Minor    None
     Type of Operation         -PERSONAL                      Fire             Crew      0        0         0        1
     Flight Conducted Under    -14 CFR 91                       NONE           Pass      0        0         0        0
     Accident Occurred During  -STANDING                                       Other     0        1         0        0
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 172                Eng Make/Model - CONTINENTAL O-300-A      ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    2300                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                   Rated Power    -      145 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                              Airport Proximity
     Wx Briefing      - FSS                     Last Departure Point                   ON AIRPORT
       Method         - ACFT RADIO                ASTORIA,OR
       Completeness   - WEATHER NOT PERTINENT   Destination                          Airport Data
     Basic Weather    - VMC                       NORTH BEND,OR                        NORTH BEND
       Wind Dir/Speed- 020/008 KTS                                                     Runway Ident      - UNK/NR
       Visibility     -     7.0   SM          ATC/Airspace                             Runway Lth/Wid    - UNK/NR
       Lowest Sky/Clouds  -     10000 FT SCATTERED  Type of Flight Plan - VFR          Runway Surface    - ASPHALT
       Lowest Ceiling        - 25000 FT BROKEN      Type of Clearance   - VFR          Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
       Precipitation         - NONE
       Condition of Light    - DUSK
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     30             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                  Current        - YES      Total      -     130       Last 24 Hrs -        1
        SE LAND                                  Months Since   - UNK/NR   Make/Model-      130       Last 30 Days- UNK/NR
                                                 Aircraft Type  - C-172    Instrument-        0       Last 90 Days-       40


        Instrument Rating(s)   - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED HAVING DIFFICULTY FINDING THE TIE DOWN RAMP AREA AT THE UNFAMILIAR ARPT IN DUSK LIGHT CONDITIONS. THE
PASSENGER EXITED THE ACFT WITH A FLASHLIGHT TO LOCATE A TIE DOWN SPOT AND WALKED INTO THE SPINNING PROP. THE PLT STATED
THE PASSENGER WAS FAMILIAR WITH SMALL ACFT.

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Brief of Accident (Continued)

File No. - 1697 10/28/85 NORTH BEND,OR A/C Reg. No. N8316B Time (Lcl) - 1854 PST

Occurrence	ON GROUND COLLISION WITH OBJECT
Phase of Operation	STANDING

Finding(s)
1. OBJECT - OTHER PERSON
2. UNSAFE/HAZARDOUS CONDITION WARNING - NOT IDENTIFIED - OTHER PERSON
3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. WEATHER CONDITION - DUSK
5. VISUAL LOOKOUT - NOT MAINTAINED - OTHER PERSON

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
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Brief of Accident

File No. - 1737 9/03/85 QUAKERTOWN,PA A/C Reg. No. N92279 Time (Lcl) - 1945 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
VAN SANT,PA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 30
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 62
Make/Model- 62
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH WIRES DURING A LNDG ATTEMPT. THE ACFT WAS THROWN OUT OF CONTROL AND DRAGGED A WING AFTER WHICH IT NOSED OVER. THE PLT SAID THAT HE THOUGHT THE WIRES HAD BEEN CLEARED. HE WAS TRYING TO PUT THE ACFT RIGHT AT THE EDGE OF THE FIELD BECAUSE OF THE SHORT LNDG DISTANCE.

Brief of Accident (Continued)

File No. - 1737 8/03/85 QUAKERTOWN,PA A/C Reg. No. N92279 Time (Lcl) - 1945 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. OBJECT - GUY WIRE
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1738        8/06/85    ALLENTOWN,PA               A/C Reg. No. N757PX            Time (Lcl) - 1230 EDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                   SUBSTANTIAL                   Fatal    Serious    Minor     None
      Type of Operation          -INSTRUCTIONAL                  Fire                   Crew       0         0          0        1
      Flight Conducted Under     -14 CFR 91                       NONE                  Pass       0         0          0        0
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES-UNK/NR
      Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -     1650                   Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -        2                   Rated Power     -      110 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                   Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                        ON AIRPORT
        Method         - N/A                          GAITHERSBURG,MD
        Completeness   - N/A                       Destination                               Airport Data
      Basic Weather    - VMC                          ALLENTOWN,PA                              ALLENTOWN BETHLEHEM
        Wind Dir/Speed- 270/005 KTS                                                             Runway Ident       - N/A
        Visibility     -    12.0    SM            ATC/Airspace                                  Runway Lth/Wid    -   7601/   150
        Lowest Sky/Clouds  -       CLEAR            Type of Flight Plan - VFR                   Runway Surface    - ASPHALT
        Lowest Ceiling         - NONE                Type of Clearance   - VFR                   Runway Status     - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      36             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                       Flight Time (Hours)
        STUDENT                                  Current        - N/A          Total      -     96          Last 24 Hrs -        2
                                                 Months Since   - N/A          Make/Model-      96          Last 30 Days- UNK/NR
                                                 Aircraft Type  - N/A          Instrument- UNK/NR           Last 90 Days-       18
                                                                               Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

        Instrument Rating(s)   - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT TOUCHED DOWN HARD AND BOUNCED WHILE LANDING AT ALLENTOWN, PA. THE PLT STATED THAT UPON MAKING THE LANDING,
THE CONTROLS FELT LIKE THE ACFT'S NOSE WHEEL HAD GONE FLAT. AS HE ATTEMPTED TO PULL THE NOSE UP, THE ACFT BALLOONED
AND CAME DOWN TO THE SIDE OF THE RWY IN GRASS AND STOPPED.

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Brief of Accident (Continued)

File No. - 1738 8/06/85 ALLENTOWN,PA A/C Reg. No. N757PX Time (Lcl) - 1230 ED

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROPER DESCENT RATE - IMPROPER - PILOT IN COMMAND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. MANEUVER - EXCESSIVE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1785      10/12/85    WESTERLY,RI              A/C Reg. No. N5661N           Time (Lcl) - 1550 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                           Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                    Fire                    Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                     NONE                  Pass      0        0        0        1
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - MAULE MX 7-235               Eng Make/Model - LYCOMING 235            ELT Installed/Activated - YES/NO
     Landing Gear    - TAILWHEEL-ALL FIXED          Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt    -    2300                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats    -       4                      Rated Power    -     235 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing        - FSS                       Last Departure Point                       ON AIRPORT
       Method           - IN PERSON                   WESTCHESTER,NY
       Completeness     - FULL                      Destination                              Airport Data
     Basic Weather      - VMC                         WESTERLY,RI                              WESTERLY STATE
       Wind Dir/Speed- CALM                                                                    Runway Ident      - 25
       Visibility     -    20.0    SM             ATC/Airspace                                 Runway Lth/Wid    -   4000/  100
       Lowest Sky/Clouds  -      5500 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface    - MACADAM
       Lowest Ceiling         - NONE                Type of Clearance   - NONE                 Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                      FULL STOP
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     62              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
         PRIVATE                                Current         - YES        Total      -    1070      Last 24 Hrs -       0
         SE LAND,SE SEA                         Months Since    - 22         Make/Model-      150      Last 30 Days- UNK/NR
                                                Aircraft Type  -  150        Instrument-       23      Last 90 Days-      26
                                                                             Multi-Eng -       25

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT GROUNDLOOPED DURING LNDG. THE PLT REPORTED THAT A SUDDEN GUST OF WIND WAS THE CAUSE. THE SIND WAS REPORTED
AS CALM.

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Brief of Accident (Continued)

File No. - 1785   10/12/85   WESTERLY,RI   A/C Reg. No. N5661N   Time (Lcl) - 1550 EDT

Occurrence   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   LANDING - ROLL

Finding(s)
1. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1741      7/18/85    PICKENS,SC      .          A/C Reg. No. N40296             Time (Lcl) - 1400 EDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT              Aircraft Damage                         Injuries
                                                                   SUBSTANTIAL                   Fatal   Serious   Minor   None
    Type of Operation          -AERIAL APPLICATION                Fire                   Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 137                         NONE                  Pass     0        0        0       0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HILLER UH-12E                 Eng Make/Model - LYCOMING VO-540-CZA      ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                          Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt   -    2750                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                       Rated Power     -     310 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
      Method          - N/A                         SAME AS ACC/INC
      Completeness    - N/A                      Destination                             Airport Data
    Basic Weather     - VMC                         LOCAL
      Wind Dir/Speed- CALM                                                                  Runway Ident      - N/A
      Visibility     -     5.0   SM             ATC/Airspace                                Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface    - N/A
      Lowest Ceiling         - NONE                Type of Clearance   - NONE              Runway Status     - N/A
      Obstructions to Vision- HAZE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     38          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,ATP                          Current       - UNK/NR     Total       - UNK/NR        Last 24 Hrs - UNK/NR
         ME LAND,SE SEA                          Months Since  - UNK/NR     Make/Model- UNK/NR          Last 30 Days- UNK/NR
         HELICOPTER                              Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HAD COMPLETED APPLICATION OF A HERBICIDE AND WAS RETURNING TO HIS TEMP OPNS AREA 1/2 MI DISTANT WHEN THE
ENGINE QUIT ABOUT 50 FT AGL. PLT FLARED THE HELICOPTER ON THE 45 DEG DOWNSLOPE AND TAILBEEM/ROTOR CONTACTED GROUND.
THE FUEL GAUGE IND 18 GALS HOWEVER ONLY A PINT COULD BE DRAINED FROM THE FUEL SYSTEM. THE FUEL QTY TEST SYSTEM WAS
INOP POST ACCIDENT. PLT DID NOT VISUALLY CK FUEL QTY PRIOR  TO FLT.
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Brief of Accident (Continued)

File No. - 1741 7/18/85 PICKENS,SC A/C Reg. No. N40296 Time (Lcl) - 1400 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
4. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,EXPECTANCY - PILOT IN COMMAND
7. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,COMPLACENCY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. TERRAIN CONDITION - DOWNHILL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,7

Factor(s) relating to this accident is/are finding(s) 3,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1744 9/02/85 AIKEN,SC A/C Reg. No N5DB Time (Lcl) - 1415 EDT

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----
Make/Model - BRYAN HP-14
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2700 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
AIKEN MUNICIPAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY
HIGH VEGETATION

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
GLIDER

Age - 57
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4995
Make/Model- 105
Instrument- 209
Multi-Eng - 3
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

----Narrative----
PLT REPORTED THAT SAILPLANE WAS POSITIONED FOR A TOW IN TALL GRASS BESIDE THE RWY. HE SAID THAT DURING THE TAKEOFF THE LEFT WING WAS SLOWED BY THE TALL GRASS ALLOWING THE RIGHT WING TO ACCELERATE. THE SAILPLANE YAWED LEFT AND ROLLED LEFT UNTIL 90 DEGREES TO FLIGHT PATH. TOW ROPE DETACHED FROM TOW RING ON GLIDER. GLIDER PITCHED DOWN AND CONTACTED GROUND. FUSELAGE WAS BENT AS GLIDER SLID SIDEWAYS TO A STOP.

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Brief of Accident (Continued)

File No. - 1744   9/02/85   AIKEN,SC   A/C Reg. No. N5DB   Time (Lcl) - 1415 EDT

Occurrence #1   DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. TERRAIN CONDITION - HIGH VEGETATION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1768       4/21/85    UNION CITY,TN             A/C Reg. No. N4374G            Time (Lcl) - 1530 CST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                                 SUBSTANTIAL             Fatal    Serious    Minor      None
      Type of Operation          -PERSONAL                      Fire               Crew     0         0         0          1
      Flight Conducted Under     -14 CFR 91                      NONE              Pass     0         0         0          0
      Accident Occurred During   -TAKEOFF
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MCCULLOCH AIRCRAFT CORP. J-2   Eng Make/Model - LYCOMING O-360-A2D        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED                 Number Engines - 1                           Stall Warning System - UNK/NR
     Max Gross Wt   -    1500                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                         Rated Power    -     180 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
       Method         - N/A                           UNION CITY,TN
       Completeness   - N/A                        Destination                              Airport Data
     Basic Weather    - VMC                           PADUCAH,KY                                EVERETT-STEWART FIELD
       Wind Dir/Speed- UNK/NR                                                                   Runway Ident      - N/A
       Visibility     - UNK/NR                    ATC/Airspace                                  Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE                  Runway Surface    - ASPHALT
       Lowest Ceiling         - NONE                Type of Clearance   - NONE                  Runway Status     - N/A
       Obstructions to Vision- UNK/NR               Type Apch/Lndg      - NONE
       Precipitation          - UNK/NR
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     64            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL                            Current       - YES          Total      -    7935          Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                       Months Since  - 14           Make/Model-        4          Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR       Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR            Rotorcraft  - UNK/NR

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
PILOT WITH 7900 TOTAL HOURS AND FOUR HOURS IN GYOPLANE WAS ON SOLO CROSS COUNTRY TRAINING FLIGHT. DURING TAKEOFF AT
ENROUTE STOP ROTOR BLADES STRUCK VERTICAL STABILIZER. PILOTS INSTRUCTOR SAID WITNESSES REPORTED THAT THE GYROPLANE
WAS ROTATED ABRUPTLY DURING TAKEOFF RESULTING IN ROTORBLADES STRIKING THE VERTICAL STABILIZER.

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Brief of Accident (Continued)

File No. - 1768 4/21/85 UNION CITY,TN A/C Reg. No. N4374G Time (Lcl) - 1530 CST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. CYCLIC - EXCESSIVE - PILOT IN COMMAND
2. LIFT-OFF - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 PROPELLER/ROTOR CONTACT
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

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                                          Brief of Accident

     File No. - 1750       3/03/85     HOUSTON,TX                  A/C Reg. No. N294EJ           Time (Lcl) - 1601 CST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                SUBSTANTIAL                    Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                 Fire                    Crew      0        2        0        0
    Flight Conducted Under     -14 CFR 91                      NONE                    Pass      0        0        0        0
    Accident Occurred During   -MANEUVERING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 177                    Eng Make/Model - LYCOMING O-360-A1A        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2350                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                       Rated Power    -     180 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                   Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                        ON AIRPORT
      Method          - N/A                         SAME AS ACC/INC
      Completeness    - N/A                      Destination                               Airport Data
    Basic Weather     - VMC                         LOCAL                                    DAVID W. HOOKS MEMORIAL
      Wind Dir/Speed- 180/018 KTS                                                            Runway Ident     - 35
      Visibility    -     10.0    SM           ATC/Airspace                                  Runway Lth/Wid   -  7000/  110
      Lowest Sky/Clouds  -      2500 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         - 25000 FT BROKEN     Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE                                      TOUCH AND GO
      Condition of Light     - DAYLIGHT                                  FORCED LANDING
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     22            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,CFI                           Current         - YES     Total       -    910        Last 24 Hrs -       1
        SE LAND,ME LAND                          Months Since    - 11      Make/Model-      28        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-      68        Last 90 Days-     132
                                                                           Multi-Eng -      60

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER THE FOURTH TOUCH-AND-GO LANDING ON RWY 17R POWER WAS APPLIED AND A NORMAL CLIMB INIIATED.  AT ABOUT 400 FT AGL
POWER WAS REDUCED; THE ENGINE DEVELOPED HEAVY VIBRATIONS AND APRX 50% POWER LOSS. THE CFI TOOK CONTROL FROM THE
PRIVATE PLT RECEIVING DUAL INSTRUCTION AND INITIALLY TURNED RIGHT FOLLOWED BY A LEFT DOWNWIND TURN. AT 45-60 DEGREES
ANGLE-OF-BANK THE ACFT TURNED APRX 190 DEGREES IN AN EFFORT TO LAND ON RWY 35L. ACCORDING TO THE CFI THE ACFT STALLED
AND CONTACTED THE GROUND LEFT WING FIRST. EXAMINATION OF THE ENGINE REVEALED THAT CONTINUITY IN THE MIXTURE CONTROL
SYSTEM DID NOT EXIST. NO ATTACKING HARDWARE THAT WOULD CONNECT THE MIXTURE LINKAGE TO THE CARBURETOR WAS INSTALLED BY
THE OPERATOR 13.8 FLT HOURS AD 35 DAYS PRIOR TO THE ACCIDENT. WIND AT THE TIME OF THE FORCED LANDING WAS FORM 180
DEGREES AT 18 GUSTING TO 28 KTS. AFTER RE-RIGGING THE MIXTURE CONTROL LINKAGE AND REPAIRING IMPACT ENGINE DAMAGE THE
ENGINE WAS SUCCESSFULLY TEST-RUN.
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Brief of Accident (Continued)

File No. - 1750 3/03/85 HOUSTON,TX A/C Reg. No. N29460 Time (Lcl) - 1601 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. MIXTURE CONTROL,LINKAGE - SEPARATION
2. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)
5. WEATHER CONDITION - TAILWIND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1614   3/07/85   ATHENS,TX   A/C Reg. No. N1610M   Time (Lcl) - 1115 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 170/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data
STEPP ARPT
Runway Ident - 18
Runway Lth/Wid - 2000
Runway Surface - DIRT
Runway Status - DRY

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----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 49
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model - UNK/NR
Instrument - UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 8
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

A PVT PLT WAS PRACTICING SHORT FLD LANDINGS UNDER INSTRUCTION OF A CFI. THE INSTRUCTOR FAILED TO TAKE EFFECTIVE REMEDIAL ACTION SOON ENOUGH TO CORRECT A SLOW AIRSPEED WHICH DEVELOPED INTO A HIGH SINK RATE RESULTING IN AN UNDERSHOT. THE ACFT LANDED SHORT OF THE AIRSTRIP, TOUCHED DOWN ON THE NOSE GEAR AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1614 3/07/85 ATHENS,TX A/C Reg. No. N1610M Time (Lcl) - 1115 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
1. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1751       3/19/85    WHEELER,TX                  A/C Reg. No. N7807W            Time (Lcl) - 1715 CST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL               Fatal    Serious    Minor     None
    Type of Operation           -BUSINESS                        Fire               Crew     0         0         0         1
    Flight Conducted Under      -14 CFR 91                        NONE              Pass     0         0         0         0
    Accident Occurred During    -TAKEOFF
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-180              Eng Make/Model - LYCOMING O-360-A4A        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2450                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                      Rated Power    -     180 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                      ON AIRPORT
      Method         - UNK/NR                      GUYMAN,OK
      Completeness   - FULL                      Destination                             Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC                           HOLT
      Wind Dir/Speed- 210/015 KTS                                                            Runway Ident    - 34
      Visibility     -     6.0   SM             ATC/Airspace                                 Runway Lth/Wid  -  2820/   25
      Lowest Sky/Clouds  -     UNK/NR             Type of Flight Plan - NONE                 Runway Surface  - CONCRETE
      Lowest Ceiling         -  1500 FT OVERCAST  Type of Clearance   - NONE                 Runway Status   - DRY
      Obstructions to Vision- HAZE                Type Apch/Lndg      - GO AROUND                              ROUGH
      Precipitation          - RAIN                                     FULL STOP
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     40          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                             Current         - YES       Total       -     375        Last 24 Hrs -       3
        SE LAND                                Months Since    -  2        Make/Model-        68        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR      Instrument-        11        Last 90 Days-      76


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT, EN ROUTE DETERIORATING WX WAS EXPERIENCED AND HE ELECTED TO LAND AT WHEELER INSTEAD OF HIS
ORIGINAL DEST, GRANDFIELD, OK. THE ACFT WAS LANDED SLIGHTLY FAST AND DOWNWIND. WINDS WERE FROM 210 DEGREES AT 15
GUSTING TO 20. AT THE ACFT NEARED THE NORTH END OF THE RWY, THE PLT STATED, THE RIGHT BRAKE PEDAL WENT SOFT. THE
LANDING WAS ABORTED WITH THE APPLICATION OF FULL POWER. ONCE AIRBORNE THE ACFT CLEARED A FENCE BUT WOULD NOT CLIMB
 FAST ENOUGH TO CLEAR A LINE OF TREES. REALIZING THE ACFT WOULD NOT CLEAR THE TREES THE PLT REDUCED POWER AND FLEW THE
ACFT IN A LDG ATTITUDE INTO ROUGH TERRAIN.
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Brief of Accident (Continued)

File No. - 1751 3/19/85 WHEELER,TX A/C Reg. No. N7807W Time (Lcl) - 1715 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - HAZE
3. WEATHER CONDITION - RAIN
4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
8. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
9. LANDING GEAR,NORMAL BRAKE SYSTEM - UNDETERMINED
10. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
11. TERRAIN CONDITION - NONE SUITABLE
12. ABORTED LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 5,10,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1612       3/19/85    JUSTIN,TX                  A/C Reg. No. N2154P            Time (Lcl) - 1530 CST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                              DESTROYED                      Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                 Fire                  Crew       0        0        0        0
    Flight Conducted Under     -14 CFR 91                      ON GROUND            Pass       0        0        0        0
    Accident Occurred During   -TAXI                                                Other      0        0        0        2
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-23-150              Eng Make/Model - LYCOMING O-320-A1A        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    3500                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       5                      Rated Power    -      150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       ON AIRPORT
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                              Airport Data
    Basic Weather    - VMC                          LOCAL                                    CLARK
      Wind Dir/Speed- 180/015 KTS                                                            Runway Ident      - UNK/NR
      Visibility     -    10.0    SM            ATC/Airspace                                 Runway Lth/Wid    - UNK/NR
      Lowest Sky/Clouds  -      3500 FT           Type of Flight Plan - NONE                 Runway Surface    - UNK/NR
      Lowest Ceiling       -    3500 FT BROKEN    Type of Clearance   - NONE                 Runway Status     - UNK/NR
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -      20              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL,CFI                             Current        - UNK/NR     Total      -     221        Last 24 Hrs -       3
        SE LAND                                    Months Since   - UNK/NR     Make/Model-        3        Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR      Instrument-       35        Last 90 Days-      25
                                                                               Multi-Eng -        3

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PURPOSE OF THE FLT WAS A MULT-ENGINE FLT CHECK GIVEN BY A DESIGNATED EXAMINER TO THE COMMERCIAL PLT. ACCORDING
TO THE EXAMINER THE RIGHT ENG, WHICH WAS STILL HOT FROM THE PREVIOUS FLT, WOULD NOT START ON THE FIRST ATTEMPT.
AFTER A SUCCESSFUL START OF THE LEFT ENG THE APPLICANT AGAIN TRIED TO START THE RIGHT ENG WHEN SMOKE WAS SEEN COMING
FROM BENEATH THE RIGHT NACELLE. COCKPIT EMERGENCY PROCEDURES AND EXTINGUISHING EFFORTS BY GROUND PERSONNEL FAILED TO
PUT THE FIRE OUT. THE EXAMINER OPENED THE DOOR AND INITIATED EVACUATION OF THE CABIN. BOTH CREWMEMBERS SAFELY ABANDONED
THE ACFT WITHOUT SECURING THE LEFT ENG. THE BURNING ACFT TAXIED OUT OF CONTROL INTO A PARKED AG ACFT.
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                                   Brief of Accident (Continued)
      File No. - 1612       3/19/85    JUSTIN,TX                A/C Reg. No. N2154P          Time (Lcl) - 1530 CST
----------------------------------------------------------------------------------------------------------------
Occurrence #1          FIRE
Phase of Operation     STANDING - STARTING ENGINE(S)

Finding(s)
  1. ENGINE ASSEMBLY - FIRE
  2. UNDETERMINED
  3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
  4. EMERGENCY PROCEDURE - PERFORMED - GROUND PERSONNEL
----------------------------------------------------------------------------------------------------------------
Occurrence #2          LOSS OF CONTROL - ON GROUND
Phase of Operation     STANDING - STARTING ENGINE(S)

Finding(s)
  5. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
  6. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND
  7. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED -
----------------------------------------------------------------------------------------------------------------
Occurrence #3          ON GROUND COLLISION WITH OBJECT
Phase of Operation     TAXI

Finding(s)
  8. OBJECT - AIRCRAFT PARKED
----------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,5,6,7
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1610       3/24/85    LUBBOCK,TX                  A/C Reg. No. N8390P           Time (Lcl) - 1737 CST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                  Fatal   Serious   Minor    None
      Type of Operation         -PERSONAL                        Fire                   Crew     0        0        0        1
      Flight Conducted Under    -14 CFR 91                        NONE                  Pass     0        0        0        1
      Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - PIPER PA-24-250            Eng Make/Model - LYCOMING O-540-A1A5       ELT Installed/Activated - YES/NO
      Landing Gear  - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt  -    2800                    Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -       4                    Rated Power    -    250 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                     Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                          ON AIRPORT
        Method        - N/A                           SAME AS ACC/INC
        Completeness  - N/A                        Destination                                 Airport Data
      Basic Weather   - VMC                           BORGER,TX                                   LUBBOCK INTERNATIONAL
        Wind Dir/Speed- 290/006 KTS                                                               Runway Ident     - 17R
        Visibility    -     15.0   SM              ATC/Airspace                                   Runway Lth/Wid   - 11500/  150
        Lowest Sky/Clouds  -    25000 FT SCATTERED  Type of Flight Plan - NONE                    Runway Surface   - ASPHALT
        Lowest Ceiling       - NONE                 Type of Clearance   - VFR                     Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation        - NONE                                       PRECAUTIONARY LANDING
        Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      62            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                           Current          - YES       Total      -   3200        Last 24 Hrs -       1
          SE LAND,ME LAND                      Months Since        0        Make/Model-     209        Last 30 Days-       1
                                               Aircraft Type - PA-24        Instrument-      69        Last 90 Days-       1
                                                                            Multi-Eng -     800

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT RAISED LANDING GEAR DURING INITIAL CLIMB AFTER TAKEOFF AND RECEIVED NO REACTION FROM EITHER THE GEAR RETRACTION SYS
OR THE GEAR INDICATOR SYS. AFTER TROUBLESHOOTING THE SYS, THE PLT ELECTED TO MAKE A LOW PASS BY THE TOWER, DURING
WHICH THE GEAR APPEARED TO BE DOWN TO THE CONTROLLERS. ON TOUCHDOWN, ALL 3 LANDING GEAR COLLAPSED. NO REASON FOR THE
GEAR COLLAPSE COULD BE DETERMINED DURING THE INVESTIGATION.
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Brief of Accident (Continued)

File No. - 1610   3/24/85   LUBBOCK,TX   A/C Reg. No. N8330P   Time (Lcl) - 1737 CST

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,PARTIAL
2. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED
3. LANDING GEAR,GEAR INDICATING SYSTEM - FALSE INDICATION
4. LANDING GEAR,GEAR INDICATING SYSTEM - UNDETERMINED

Occurrence #2   COMPLETE GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
5. LANDING GEAR,GEAR LOCKING MECHANISM - FALSE INDICATION
6. LANDING GEAR,GEAR LOCKING MECHANISM - UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                       Brief of Accident

    File No. - 1607      4/10/85    SAN ANTONIO,TX          A/C Reg. No. N9243S          Time (Lcl) - 1758 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                 Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE                Pass     0        0        0        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH C23                  Eng Make/Model - LYCOMING O-360-A4J       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2450                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                    Rated Power    -    180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing       - FSS                      Last Departure Point                      OFF AIRPORT/STRIP
       Method          - ACFT RADIO                 STUTGART,AR
       Completeness    - FULL                     Destination                             Airport Data
     Basic Weather     - IMC                        SAME AS ACC/INC
       Wind Dir/Speed- 090/010 KTS                                                          Runway Ident     - N/A
       Visibility      -     6.0   SM           ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -        700 FT         Type of Flight Plan - VFR/IFR             Runway Surface - - DIRT
       Lowest Ceiling        -     700 FT BROKEN  Type of Clearance   - IFR                 Runway Status    - SOFT
       Obstructions to Vision- FOG                Type Apch/Lndg      - FORCED LANDING                         ROUGH
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      46            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                              Current        - YES        Total      -    530        Last 24 Hrs -       10
        SE LAND                                 Months Since   -  1         Make/Model-     520        Last 30 Days- UNK/NR
                                                Aircraft Type  - C23        Instrument-      91        Last 90 Days-       22
                                                                            Multi-Eng -      10

        Instrument Rating(s)   - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DEPARTED STUTGART, AR, WITH FULL FUEL TANKS AT 1250 CST. FIVE HOURS AND EIGHT MINUTES LATER, THE PLT MADE
AN EMERGENCY LANDING FOLLOWING FUEL EXHAUSTION NEAR HIS INTENDED DESTINATION, SAN ANTONIO, TX. IN AN INTERVIEW WITH
FAA INVESTIGATORS THE PLT ADMITTED "I JUST RAN OUT OF FUEL." NO MECHANICAL FAILURE/MALFUNCTION WAS FOUND WITH THE ACFT.

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Brief of Accident (Continued)

File No. - 1607 4/10/85 SAN ANTONIO,TX A/C Reg. No. N9243S Time (Lcl) - 1758 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
5. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. - 1604       4/17/85    MIDLAND,TX                A/C Reg. No. N9054M           Time (Lcl) - 1745 CST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                      Fire                  Crew     0        0        0        1
     Flight Conducted Under    -14 CFR 91                      NONE                 Pass     0        0        0        0
     Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 180H                 Eng Make/Model - CONTINENTAL O-470-R       ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2800                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                     Rated Power    -     230 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRPORT
       Method          - N/A                        SAME AS ACC/INC
       Completeness    - N/A                     Destination                              Airport Data
     Basic Weather     - VMC                        LOCAL                                   MIDLAND
       Wind Dir/Speed- 170/016 KTS                                                          Runway Ident     - 16
       Visibility    -    20.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  3975/  150
       Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE              Type of Clearance    - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg       - TRAFFIC PATTERN
       Precipitation         - NONE                                     FULL STOP
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      33            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review             Flight Time (Hours)
        PRIVATE                                 Current        - YES       Total       -    108        Last 24 Hrs -      1
        SE LAND                                 Months Since   -  1        Make/Model-      19        Last 30 Days- UNK/NR
                                                Aircraft Type  - C-180     Instrument-       4        Last 90 Days-     16


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE 108 HOUR PVT PLT HAD BEEN CHECKED OUT IN THE TAILDRAGGER ON THE DAY PRECEDING THE ACCIDENT. RETURNING FROM A LOCAL
FLT, THE PLT REPORTED, HE LOST CONTROL DURING THE LANDING WHEN HE ENCOUNTERED A GUSTING X-WIND. THE WHEEL ASS'Y FAILED
IN THE SUBSEQUENT SKIDDING OVERLOAD AND THE STRUT DUG INTO THE ASPHALT. THE ACFT ROLLED UP ON THE LEFT WING AND NOSE.

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Brief of Accident (Continued)

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      File No. - 1604       4/17/85    MIDLAND,TX                 A/C Reg. No. N9054M            Time (Lcl) - 1745 CST
---------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     LANDING - ROLL

Finding(s)
  1. WEATHER CONDITION - GUSTS
  2.    COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
  3.       IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
---------------------------------------------------------------------------------------------------------------------

Occurrence #2          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     LANDING - ROLL

Finding(s)
  5. LANDING GEAR,MAIN GEAR - OVERLOAD
  6.    DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
---------------------------------------------------------------------------------------------------------------------

Occurrence #3          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     LANDING - ROLL
---------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1605       4/17/85    ROBY,TX                    A/C Reg. No. N89862            Time (Lcl) - 1220 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)            Aircraft Damage                 Injuries
                                                                    DESTROYED                Fatal   Serious   Minor    None
     Type of Operation          -AERIAL OBSERVATION                Fire             Crew      0        1        0        0
     Flight Conducted Under     -14 CFR 91                          NONE            Pass      0        0        0        0
     Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                   Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1670                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                      Rated Power    -     108 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                         SNYDER,TX
       Completeness   - N/A                       Destination                          Airport Data
     Basic Weather    - VMC                         EASTLAND,TX
       Wind Dir/Speed- 160/015 KTS                                                       Runway Ident     - N/A
       Visibility     -    30.0   SM            ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    30000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - N/A
       Lowest Ceiling       - NONE                 Type of Clearance   - NONE            Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     43              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                              Current      - UNK/NR     Total      -    4963        Last 24 Hrs -       8
        SE LAND                                 Months Since - UNK/NR     Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-       0         Last 90 Days-     300

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PIPELINE PATROL PLT DIVERTED FROM THE NORMAL ROUTE TO CIRCLE OVER A HOUSE IN WHICH HE USED TO LIVE. WITNESSES
REPORTED THE ACFT WAS IN A LOW ALT LEFT TURN WHEN THE LEFT WING DROPPED AND THE RATE OF TURN INCREASED. THE ACFT
IMPACTED A TREE IN A STEEP NOSE DOWN ATTITUDE. NO EVIDENCE OF AN ENG FAILURE/MALFUNCTION WAS FOUND.
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Brief of Accident (Continued)

File No. - 1605 4/17/85 ROBY,TX A/C Reg. No. N89862 Time (Lcl) - 1220 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                        Brief of Accident

      File No. - 1603       4/19/85    JUNCTION,TX                A/C Reg. No. N5655N           Time (Lcl) - 1415 CST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                  SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                        Fire                  Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0        0        0        2
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MAULE M-5-180C              Eng Make/Model - LYCOMING O-360-C1F      ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    1300                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                     Rated Power    -      180 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
       Method         - N/A                         HOUSTON,TX
       Completeness   - N/A                      Destination                               Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                          KIMBLE COUNTY
       Wind Dir/Speed- 350/005 KTS                                                           Runway Ident     - 17
       Visibility     -    15.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  3300/   95
       Lowest Sky/Clouds -      CLEAR             Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling       - NONE                Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation        - NONE                                      FULL STOP
       Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     31            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                               Current       - YES        Total      -    4520       Last 24 Hrs -       1
         SE LAND,ME LAND                       Months Since  - 20         Make/Model-       13       Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument-        0       Last 90 Days-      66
                                                                          Multi-Eng -    1020

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER NORMAL APCH AND LANDING THE ACFT BEGAN VIBRATING WHEN THE TAILWHEEL TOUCHED DOWN. THE ACFT BECAME UNCONTROLLABLE
AS THE AIRSPEED DECREASED BELOW 30 KTS. RESULTING IN A GROUND LOOP AND DRAGGING OF A WING TIP. INVESTIGATION REVEALED
THAT THE TAILWHEEL RETENTION ASS'Y WAS LOOSE. THE PLT HAD NOTICED THE ACFT WAS HARD TO TURN DURING TAXI PRIOR TO
TAKEOFF AND HE ADDED AIR TO THE TIRE. NO OTHER DISCREPANCIES WERE NOTED ON THE (TAILWHEEL) ASS'Y AND IT OPERATED
NORMALLY WHEN IT WAS TIGHTENED.

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Brief of Accident (Continued)

File No. - 1603 4/19/85 JUNCTION,TX A/C Reg. No. N5655N Time (Lcl) - 1415 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,TAILWHEEL ASSEMBLY - VIBRATION
2. LANDING GEAR,TAILWHEEL ASSEMBLY - LOOSE
3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - RUNWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

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                      National Transportation Safety Board
                           Washington, D.C. 20594



                                Brief of Accident

   File No. - 1688     4/22/85    ABILENE,TX            A/C Reg. No. N7930G          Time (Lcl) - 1215 CST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                   Injuries
                                                               SUBSTANTIAL               Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                     Fire               Crew      0         0         0        1
     Flight Conducted Under     -14 CFR 91                     NONE              Pass      0         0         0        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150                 Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1600                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                    Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing      - TV WX                    Last Departure Point                     ON AIRPORT
       Method         - ACFT RADIO                 SAME AS ACC/INC
       Completeness   - WEATHER NOT PERTINENT     Destination                           Airport Data
     Basic Weather    - VMC                        LOCAL                                  ELMDALE AIRPARK
       Wind Dir/Speed- 260/014 KTS                                                        Runway Ident     - 17
       Visibility     -    30.0   SM           ATC/Airspace                               Runway Lth/Wid   -  2950/   25
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE              Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     49            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL                            Current         - UNK/NR    Total       -    502       Last 24 Hrs - UNK/NR
         SE LAND,SE SEA                        Months Since    - UNK/NR    Make/Model-      19       Last 30 Days- UNK/NR
                                               Aircraft Type   - UNK/NR    Instrument-      76       Last 90 Days-      38


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HAD LITTLE RECENT TAIL WHEEL EXPERIENCE. THE ACCIDENT OCCURRED WHILE LANDING IN A X-WIND THAT EXCEEDED EITHER
OR BOTH THE ACFT'S AND PLT'S CAPABILITIES. THE ACFT GROUND LOOPED. THE LEFT WHEEL DROPPED INTO MUD BESIDE THE RWY
AND SEPARATED. THE MAIN LANDING GEAR STRUT FAILED AND THE LEFT WING WAS DAMAGED.

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Brief of Accident (Continued)

File No. - 1688   4/22/85   ABILENE,TX   A/C Reg. No. N7930G   Time (Lcl) - 1215 CST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2   MAIN GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
5. LANDING GEAR,AXLE - OVERLOAD
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594


                                 Brief of Accident

    File No. - 1633      5/04/85    BALMORHEA,TX            A/C Reg. No. N8083J          Time (Lcl) - 2030 CDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                     Injuries
                                                              DESTROYED                 Fatal   Serious   Minor    None
     Type of Operation         -ILLEGAL OPNS                 Fire               Crew     0        0        0        1
     Flight Conducted Under    -14 CFR 91                     NONE              Pass     0        0        0        0
     Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-601               Eng Make/Model - LYCOMING IO-540-S1A5     ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -    5700                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -      6                     Rated Power    - UNK/NR
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                              Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                   OFF AIRPORT/STRIP
       Method          - N/A                       UNKNOWN
       Completeness    - N/A                    Destination                          Airport Data
     Basic Weather     - VMC                       SAME AS ACC/INC
       Wind Dir/Speed- UNK/NR                                                          Runway Ident     - N/A
       Visibility     -     5.0   SM           ATC/Airspace                            Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     SCATTERED        Type of Flight Plan - NONE             Runway Surface   - GRASS/TURF
       Lowest Ceiling          - NONE            Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - STRAIGHT-IN                           HIGH VEGETATION
       Precipitation           - NONE                                  FULL STOP
       Condition of Light      - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age - UNK/NR          Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
         UNK/NR                                  Current        - UNK/NR     Total      - UNK/NR        Last 24 Hrs - UNK/NR
                                                 Months Since   - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                             Multi-Eng  - UNK/NR        Rotorcraft   - UNK/NR


       Instrument Rating(s)  - UNK/NR
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS INVOLVED IN ILLEGAL ACTIVITY WHEN IT WAS INTENTIONALLY LANDED IN AN OPEN PASTURE. DURING THE LANDING, THE
ACFT VEERED LEFT AND STRUCK A 30 INCH HIGH CONCRETE CULVERT. THE GEAR COLLAPSED ON CONTACT WITH THE CULVERT. UNKNOWN
PERSONNEL SUBSEQUENTLY DRUG THE ACFT WITH A VEHICLE TO A BARN. WHEN THEY ATTEMPTED TO DRAG THE ACFT INTO THE BARN, THEY
TORE THE WINGS OFF AND DAMAGED THE BARN.

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Brief of Accident (Continued)

File No. - 1633   5/04/75   BALMORHEA,TX   A/C Reg. No. N8083J   Time (Lcl) - 2030 CDT

Occurrence #1   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
1. OBJECT - BUILDING(NONRESIDENTIAL)
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2   COMPLETE GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
3. LANDING GEAR - FAILURE,TOTAL
4. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1632       5/05/85    MCKINNEY,TX                 A/C Reg. No. N732YR            Time (Lcl) - 2050 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                              SUBSTANTIAL                  Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                    Fire                  Crew      0        0          0        1
     Flight Conducted Under     -14 CFR 91                    NONE                 Pass      0        0          2        0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA T210M               Eng Make/Model - CONTINENTAL TSIO-520-R   ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3400                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                    Rated Power    -     310 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        ON AIRPORT
       Method         - N/A                         LEAGUE CITY,TX
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                           MCKINNEY MUNICIPAL
       Wind Dir/Speed- 135/006 KTS                                                            Runway Ident     - 17
       Visibility     -     7.0    SM           ATC/Airspace                                  Runway Lth/Wid   -  4000/    75
       Lowest Sky/Clouds  -     8000 FT SCATTERED  Type of Flight Plan - VFR                  Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE               Type of Clearance   - VFR                   Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
       Precipitation         - NONE
       Condition of Light    - DUSK
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     54           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                            Current        - YES      Total      -     132        Last 24 Hrs -       4
         SE LAND                            Months Since   -  9       Make/Model-      49        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR    Instrument-       4        Last 90 Days-      16


         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING LANDING THE ACFT STARTED DRIFTING OFF RIGHT SIDE OF RWY. PLT STATED HE USED LEFT RUDDER AND BRAKE BUT WAS UNABLE
TO CONTROL THE DRIFT. THE ACFT STOPPED AFTER THE NOSE GEAR COLLIDED WITH A DITCH AND COLLAPSED. FAA MAINTENANCE
PERSONNEL INSTRUCTED PLT TO CONTACT THEM WHEN THE ACFT WAS MOVED TO A REPAIR FACILITY SO THEY COULD EXAMINE THE
RECENTLY OVERHAULED NOSE GEAR ASSEMBLY FOR PROPER OPERATION OR OTHER PROBLEMS WHICH MIGHT HAVE CAUSED OR CONTRIBUTED TO
THE ACCIDENT. THE ACFT WAS REPAIRED AND RETURNED TO SERVICE WITHOUT THE NOTIFICATION.

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Brief of Accident (Continued)

File No. - 1632 5/05/85 MCKINNEY,TX A/C Reg. No. N732YR Time (Lcl) - 2050 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,NOSE GEAR - UNDETERMINED
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
4. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1635 5/08/35 SWEETWATER,TX A/C Reg. No. NG399L Time (Lcl) - 1540 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN AA1A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1465
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FT. WORTH,TX
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
SWEETWATER
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS DESTROYED WHEN IT FLIPPED OVER DURING A FORCED LANDING FOLLOWING FUEL STARVATION. THE FUEL SELECTOR WAS POSITIONED ON AN EMPTY TANK. THE RIGHT FUEL TANK WAS FULL OF FUEL. THE PLT STATED HE MUST HAVE FORGOTTEN TO SWITCH TANKS.

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Brief of Accident (Continued)

File No. - 1635   5/08/85   SWEETWATER,TX   A/C Reg. No. N6399L   Time (Lcl) - 1540 CDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
  1. FLUID,FUEL - STARVATION
  2. FUEL TANK SELECTOR POSITION - NOT USED - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1636       5/10/85    MCKINNEY,TX              A/C Reg. No. N888K            Time (Lcl) - 1727 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                  Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE                 Pass     0        0        0        0
    Accident Occurred During  -TAXI
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 421                   Eng Make/Model - CONTINENTAL GTSIO-520-D   ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -    6800                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       8                      Rated Power    -     375 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
       Method         - N/A                        PLANO,TX
       Completeness   - N/A                     Destination                            Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC                        AERO COUNTRY
       Wind Dir/Speed- 140/011 KTS                                                        Runway Ident     - 17
       Visibility    -    10.0    SM            ATC/Airspace                              Runway Lth/Wid   -  2950/   40
       Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - ASPHALT
       Lowest Ceiling        - 25000 FT OVERCAST    Type of Clearance   - NONE            Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age - UNK/NR         Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)                 Biennial Flight Review            Flight Time (Hours)
         UNK/NR                                   Current        - UNK/NR    Total      - UNK/NR       Last 24 Hrs - UNK/NR
                                                  Months Since   - UNK/NR    Make/Model- UNK/NR        Last 30 Days- UNK/NR
                                                  Aircraft Type  - UNK/NR    Instrument- UNK/NR        Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR        Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER LANDING WHILE TAXIING ON THE RWY, THE ACFT'S NOSE WHEEL STARTED BOGGING DOWN IN SOFT ASPHALT ON THE RWY. THE SOFT
ASPHALT WAS PUSHED ALONG IN FRONT OF THE WHEEL UNTIL IT CAUSED ENOUGH RESISTANCE TO OVERSTRESS THE NOSE GEAR CAUSING IT
TO COLLAPSE. THE ACFT'S NOSE THEN IMPACTED THE RWY RESULTING IN SUBSTANTIAL DAMAGE TO THE ACFT. THE ASPHALT HAD NOT
BEEN ROLLED/PACKED ENOUGH TO SUPPORT THE WEIGHT OF THE SUBJECT ACFT.
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Brief of Accident (Continued)

File No. - 1636   5/10/85   MCKINNEY,TX   A/C Reg. No. N888K   Time (Lcl) - 1727 CDT

Occurrence   NOSE GEAR COLLAPSED
Phase of Operation   TAXI - FROM LANDING

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
2. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1637       5/16/85    MORAN,TX                   A/C Reg. No. N63613          Time (Lcl) - 1030 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                   Injuries
                                                                  SUBSTANTIAL                Fatal  Serious  Minor   None
     Type of Operation          -INSTRUCTIONAL                   Fire              Crew       0       0       0       1
     Flight Conducted Under     -14 CFR 91                        NONE             Pass       0       0       0       0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150M             Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1600                 Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                 Rated Power     -     100 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing      - UNK/NR                  Last Departure Point                     OFF AIRPORT/STRIP
       Method         - UNK/NR                    FT. WORTH,TX
       Completeness   - WEATHER NOT PERTINENT    Destination                            Airport Data
     Basic Weather    - VMC                       ABILENE,TX
       Wind Dir/Speed- 200/011 KTS                                                         Runway Ident     - N/A
       Visibility    , -    10.0   SM           ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     25000 FT          Type of Flight Plan - VFR                Runway Surface   - DIRT
       Lowest Ceiling         - 25000 FT OVERCAST Type of Clearance   - VFR                Runway Status    - SOFT
       Obstructions to Vision- NONE               Type Apch/Lndg      - PRECAUTIONARY LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      22            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
         STUDENT                             Current       - N/A      Total      -      25        Last 24 Hrs -       2
                                             Months Since  - N/A      Make/Model-       25        Last 30 Days- UNK/NR
                                             Aircraft Type - N/A      Instrument-        0        Last 90 Days-      12


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT ATTEMPTED TO MAKE A PRECAUTIONARY LANDING DUE TO HIS IMMEDIATE NEED TO USE THE BATHROOM. THERE WERE NO
ACFT PROBLEMS INVOLVED. THE STUDENT USED "SOFT FIELD LANDING" TECHNIQUES AND TOUCHED DOWN ON SOFT GROUND FOR AN
OFF ARPT LANDING. WHEN THE NOSE GEAR TOUCHED DOWN THE ACFT IMMEDIATELY NOSED OVER AND CAME TO REST INVERTED. A SUITABLE
ARPT FOR LANDING WAS LOCATED ONLY ONE MILE FROM THE ACCIDENT SITE.

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Brief of Accident (Continued)

File No. - 1637 5/16/85 MORAN,TX A/C Reg. No. N63613 Time (Lcl) - 1030 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

    File No. - 1638      5/18/85    CROWELL,TX             A/C Reg. No. N55800           Time (Lcl) - 1200 CDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                               DESTROYED                Fatal   Serious   Minor    None
    Type of Operation         -BUSINESS                       Fire              Crew      0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE             Pass      0        0        0        2
    Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-34-200            Eng Make/Model - LYCOMING IO-360-C1E6     ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    3600                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      7                     Rated Power    -     200 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                    ON AIRPORT
      Method         - N/A                        QUANAH,TX
      Completeness   - N/A                     Destination                            Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                       FOARD COUNTRY
      Wind Dir/Speed- 360/004 KTS                                                       Runway Ident     - 17
      Visibility     -    25.0    SM          ATC/Airspace                              Runway Lth/Wid   -  3200/   50
      Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - ASPHALT
      Lowest Ceiling        - 25000 FT BROKEN    Type of Clearance    - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation         - NONE                                      FULL STOP
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age - UNK/NR           Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        PRIVATE                               Current       - UNK/NR     Total       - UNK/NR        Last 24 Hrs - UNK/NR
        ME LAND                               Months Since  - UNK/NR     Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                         Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT LANDED WITH A LIGHT TAIL WIND ON A 3200 FT RWY WHICH SLOPES DOWNWARD. THE BRAKES FADED AND BECAME INEFFECTIVE
DUE TO HEAVY APPLICATION. A GO-AROUND WAS ATTEMPTED; HOWEVER. FLYING SPEED WAS NOT OBTAINED AND THE ACFT IMPACTED
THE GROUND ABOUT 200 FT BEYOND THE END OF THE RWY.

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File No. - 1638 5/18/85 CROWELL,TX A/C Reg. No. N55800 Time (Lcl) - 1200 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
1. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                        National Transportation Safety Board
                             Washington, D.C. 20594


                                Brief of Accident

   File No. - 1639      5/21/85    SAN ANGELO,TX           A/C Reg. No. N711LL            Time (Lcl) - 1232 CDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                    Injuries
                                                              SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                   Fire               Crew        0        0        0        2
      Flight Conducted Under     -14 CFR 91                   NONE              Pass        0        0        0        0
      Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - MITSUBISHI MU-2B-20        Eng Make/Model - GARRETT TPE-331-1-151     ELT Installed/Activated - UNK/NR
      Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  2                          Stall Warning System - UNK/NR
      Max Gross Wt   -    8930                    Engine Type    - TURBOPROP
      No. of Seats   -       9                    Rated Power    -      705 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                 Airport Proximity
      Wx Briefing       - UNK/NR                  Last Departure Point                      ON AIRPORT
        Method          - UNK/NR                    LUBBOCK,TX
        Completeness    - WEATHER NOT PERTINENT    Destination                             Airport Data
      Basic Weather     - VMC                       SAME AS ACC/INC                          MATHIS
        Wind Dir/Speed- 300/003 KTS                                                         Runway Ident     - 36
        Visibility      -    20.0    SM         ATC/Airspace                                 Runway Lth/Wid   -  6920/  150
        Lowest Sky/Clouds  -     10000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
        Lowest Ceiling          - NONE             Type of Clearance   - NONE                  Runway Status    - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg       - TRAFFIC PATTERN
        Precipitation           - NONE                                    FULL STOP
        Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age - UNK/NR            Medical Certificate - UNK/NR
       Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
          ATP                                     Current       - UNK/NR     Total      - UNK/NR        Last 24 Hrs - UNK/NR
          ME LAND                                 Months Since  - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

          Instrument Rating(s)  - UNK/NR
-----------------------------------------------------------------------------------------------------------------
----Narrative----
A PIECE OF UNIDENTIFIED EQUIPMENT REPORTEDLY WAS NOT PROPERLY SECURED DURING PREVIOUS MAINTENANCE. THE EQUIPMENT
REPORTEDLY WAS MOUNTED IMMEDIATELY ABOVE THE NOSE WHEEL EXTENSION/RETRACTION MECHANISM AND MOVED DUE TO ACFT
VIBRATION PREVENTING THE NOSE GEAR FROM BEING EXTENDED. A LANDING WAS MADE WITH THE MAIN GEAR DOWN AND LOCKED AND THE
NOSE GEAR IN THE RETRACTED POSITION.

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Brief of Accident (Continued)

File No. - 1639 5/21/85 SAN ANGELO,TX A/C Reg. No. N711LL Time (Lcl) - 1232 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR,NOSE GEAR - JAMMED
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                      National Transportation Safety Board
                            Washington, D.C. 20594


                               Brief of Accident

     File No. - 1663       5/31/85    FORT WORTH,TX            A/C Reg. No. N1072Y            Time (Lcl) - 1605 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation         -TEST FLIGHT                    Fire                    Crew     0        0        1        0
    Flight Conducted Under    -14 CFR 91                       NONE                   Pass     0        0        0        0
    Accident Occurred During  -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELL 206-B               Eng Make/Model - ALLISON 250-C20B          ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                     Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    3200                  Engine Type    - TURBOSHAFT
    No. of Seats   -       5                  Rated Power    -      317 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                                    Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                        ON AIRPORT
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                   Destination                              Airport Data
    Basic Weather    - VMC                      LOCAL                                   HELIDYNE
      Wind Dir/Speed- 130/008 KTS                                                       Runway Ident     - UNK/NR
      Visibility     -    10.0   SM         ATC/Airspace                                Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -    18000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - ASPHALT
      Lowest Ceiling        - 25000 FT OVERCAST   Type of Clearance   - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     61              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL,ATP                     Current          - YES        Total      -   8500        Last 24 Hrs -        1
        SE LAND,ME LAND                    Months Since   -  8           Make/Model-     231        Last 30 Days- UNK/NR
        HELICOPTER                         Aircraft Type  - 206-B        Instrument-     166        Last 90 Days-       18
                                                                         Multi-Eng - UNK/NR         Rotorcraft  -     1832

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS TAKING OFF ON A TEST FLT TO DETERMINE THE AFT C.G. LIMITS IN CONJUNCTION WITH AN STC MODIFICATION. AS THE
ACFT WAS LIFTED OFF IN A FRONT SKIDS HIGH ATTITUDE, IT ENTERED AN UNCOMMANDED RIGHT ROLL. FULL LEFT CYCLIC WOULD
NOT STOP THE ROLL AND THE ACFT ROLLED OVER. GUSTY WINDS AND MECHANICAL TURBULENCE FROM NEARBY BLDG'S CONTRIBUTED TO
THE DYNAMIC ROLLOVER.

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Brief of Accident (Continued)

File No. - 1663 5/31/85 FORT WORTH,TX A/C Reg. No. N1072Y Time (Lcl) - 1605 CDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - GUSTS
2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
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Brief of Accident

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     File No. - 1702       6/01/85    HILLSBORO,TX              A/C Reg. No. N7595F              Time (Lcl) - 1702 CDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               DESTROYED                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire               Crew      0        0        2        0
    Flight Conducted Under     -14 CFR 91                      NONE              Pass      0        0        0        0
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CHAMPION 7GCAA              Eng Make/Model - LYCOMING O-320-A2B        ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - UNK/NR
    Max Gross Wt   -    1650                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                      Rated Power    -     150 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                             Airport Data
    Basic Weather    - VMC                         MCKINNEY,TX                              HILLSBORO MUNI
      Wind Dir/Speed- 220/015 KTS                                                           Runway Ident      - N/A
      Visibility     -     8.0    SM            ATC/Airspace                                Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     12000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface    - N/A
      Lowest Ceiling         - 25000 FT BROKEN     Type of Clearance   - NONE               Runway Status     - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      31               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                      Flight Time (Hours)
        PRIVATE                                Current         - YES        Total       -     250       Last 24 Hrs -       2
        SE LAND                                Months Since    -  2         Make/Model-        22       Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR       Instrument-         4       Last 90 Days-       6
                                                                            Multi-Eng -        10

        Instrument Rating(s)   - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT HAD JUST TAKEN OFF ON RUNWAY 16 AT THE MUNICIPAL AIRPORT IN HILLSBORO, TX. THIS WIND, AS REPORTED BY THE PILOT
WAS 220 DEGREES AT 16 KNOTS WITH GUSTS TO 22 KNOTS AND THE  TEMPERATURE WAS 102 DEGREES. TWO PERSONS AND 16 GALLONS OF
FUEL WERE ABOARD. AFTER CLIMBING TO ABOUT 500 FEET AGL ON RUNWAY HEADING THE PILOT BEGAN A LEFT TURN TOWARD DOWNWIND AND
THE AIRCRAFT STALLED. HE RECOVERED FROM THE STALL BUT WAS UNABLE TO ARREST THE DESCENT RATE BEFORE GROUND IMPACT
OCCURRED. THE SUBSEQUENT HARD LANDING COLLAPSED THE MAIN LANDING GEAR AND DESTROYED THE AIRCRAFT.

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Brief of Accident (Continued)

File No. - 1702 6/01/85 HILLSBORO,TX A/C Reg. No. N7595F Time (Lcl) - 1702 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

Factor(s) relating to this accident is/are finding(s) 2,3

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Brief of Accident

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    File No. - 1662       6/09/85    MIDLAND,TX                A/C Reg. No. N6778X           Time (Lcl) - 1502 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                      Fire                   Crew     0         0         0         1
      Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0         0         0         0
      Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 310F                 Eng Make/Model - CONTINENTAL IO-470-D      ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  2                            Stall Warning System - YES
      Max Gross Wt   -    4990                     Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       6                     Rated Power     -    360 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
        Method         - N/A                         ANDREWS,TX
        Completeness   - N/A                      Destination                              Airport Data
      Basic Weather    - VMC                         HOUSTON,TX                               MIDLAND  REG
        Wind Dir/Speed- 090/009 KTS                                                           Runway Ident      - 16L
        Visibility     -    20.0   SM              ATC/Airspace                               Runway Lth/Wid    -  4245/  150
        Lowest Sky/Clouds  -     25000 FT            Type of Flight Plan - NONE                Runway Surface    - CONCRETE
        Lowest Ceiling         - 25000 FT OVERCAST   Type of Clearance   - NONE                Runway Status     - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     63             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                              Current       - YES       Total       -    2230      Last 24 Hrs -        1
          ME LAND                                 Months Since  - 13        Make/Model-      136      Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR    Instrument-      110      Last 90 Days-       14
                                                                            Multi-Eng -      349

          Instrument Rating(s)   - AIRPLANE
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----Narrative----

ON TAKEOFF, THE PLT HEARD A LOUD BANG WHEN HE CYCLED THE GEAR UP AND HE GOT A GEAR UNSAFE LIGHT. PERSONNEL ON THE GROUND ADVISED HIM THAT THE NOSE GEAR WAS HANGING DOWN AT A 45 DEGREE ANGLE, BUT THE MAINS WERE UP. THE PLT DIVERTED TO A NEARBY ARPT THAT HAD BETTER EMERGENCY EQUIPMENT. ON FINAL, THE PLT SHUT DOWN BOTH ENGS TO MINIMIZE DAMAGE. HE SUBSEQUENTLY LANDED SHORT AND SHEARED THE MAIN GEAR WHEN THE ACFT STARTED SLIDING SIDEWAYS. THE REASON FOR THE GEAR FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1662 6/09/85 MIDLAND,TX A/C Reg. No. N6778X Time (Lc.) - 1502 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LANDING GEAR,NOSE GEAR - MOVEMENT RESTRICTED
2. LANDING GEAR,NOSE GEAR - UNDETERMINED

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND
4. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,ANXIETY/APPRENHENSION - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

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                         National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

     File No. - 1661      6/09/85    DALLAS,TX              A/C Reg. No. N7697L          Time (Lcl) - 1705 CDT
-----------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                               SUBSTANTIAL               Fatal   Serious   Minor    None
      Type of Operation          -BUSINESS                     Fire              Crew      0        0        0        1
      Flight Conducted Under     -14 CFR 91                    NONE              Pass      0        0        0.       9
      Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-31-350          Eng Make/Model - LYCOMING TIO-540-J2BD     ELT Installed/Activated - NO -N/A
      Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  2                          Stall Warning System - YES
      Max Gross Wt   -   7045                   Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -     10                   Rated Power    -     350 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      ON AIRPORT
        Method         - N/A                       ST. PETERSBURG,FL
        Completeness   - N/A                    Destination                             Airport Data
      Basic Weather    - VMC                       DALLAS,TX                               REDBIRD
        Wind Dir/Speed- 180/007 KTS                                                        Runway Ident     - 17
        Visibility     -   20.0    SM          ATC/Airspace                                Runway Lth/Wid   -  3801/  150
        Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - IFR             Runway Surface   - ASPHALT
        Lowest Ceiling       - 25000 FT BROKEN    Type of Clearance   - IFR                Runway Status    - DRY
        Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation        - NONE                                     FORCED LANDING
        Condition of Light   - DAYLIGHT
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      39             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
          ATP                                  Current         - YES       Total        -   5981      Last 24 Hrs -      5
          SE LAND,ME LAND                      Months Since    -  4        Make/Model-        36      Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR      Instrument-       259      Last 90 Days-    120
                                                                           Multi-Eng -      2113

          Instrument Rating(s)   - AIRPLANE
-----------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT FILED AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO
ATC RESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT
TO DALLAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO
REDBIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP
AND SLID OFF THE END OF THE RWY. PLT OVERFLEW AT LEAST 1 ARPT AFTER HE DECIDED TO DIVERT TO RDB.

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Brief of Accident (Continued)

File No. - 1661   6/09/85   DALLAS,TX   A/C Reg. No. N7697L   Time (Lcl) - 1705 CDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - VFR PATTERN - BASE TURN

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   APPROACH - VFR PATTERN - BASE TO FINAL

Occurrence #3   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)
5. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

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                         National Transportation Safety Board
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                                  Brief of Accident

   File No. - 1655     7/03/85    TULIA,TX            A/C Reg. No. N71846          Time (Lcl) - 2115 CDT
------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                             SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -PERSUNAL                    Fire              Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                    NONE             Pass      0        0        0        0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 182M            Eng Make/Model - CONTINENTAL O-470-R      ELT Installed/Activated - YES-UNK/NR
    Landing Gear  - TRICYCLE-FIXED         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt  -   2800                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -      4                 Rated Power    -    230 HP
------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                          Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                ON AIRPORT
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                    Destination                      Airport Data
    Basic Weather    - VMC                       SAME AS ACC/INC                  SWISHER COUNTY
      Wind Dir/Speed- UNK/NR                                                      Runway Ident     - 18
      Visibility     - UNK/NR                 ATC/Airspace                        Runway Lth/Wid   -  4900/   60
      Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE        Runway Surface   - ASPHALT
      Lowest Ceiling       - NONE               Type of Clearance   - NONE        Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation        - NONE                                     FULL STOP
      Condition of Light   - NIGHT(BRIGHT)
------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -     45          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review            Flight Time (Hours)
       STUDENT                            Current        - N/A     Total       -    29        Last 24 Hrs -       3
                                          Months Since   - N/A     Make/Model-     29        Last 30 Days- UNK/NR
                                          Aircraft Type  - N/A     Instrument-      0        Last 90 Days-      26


       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT, WITH 2 HRS TOTAL NIGHT EXPERIENCE, FLARED HIGH ON FINAL AND STALLED THE ACFT, WHICH SUBSEQUENTLY
LANDED HARD ON THE NOSE GEAR, DURING A NIGHT PRACTICE FLT. THE PLT STATED THAT THE RED INSTRUMENT LIGHTS WOULD NOT
WORK WHEN HE TURNED THEM ON. INSTEAD HE USED THE WHITE DOME LIGHT, WHICH CREATED A GLARE IN THE COCKPIT AFFECTING
HIS DEPTH PERCEPTION. THE PLT FAILED TO TURN THE INSTRUMENT LIGHT RHEOSTAT FAR ENOUGH FOR ADEQUATE ILLUMINATION. THE
INSTRUMENT LIGHTS OPERATED NORMALLY WHEN THEY WERE CHECKED AFTER THE ACCIDENT.

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File No. - 1655 7/03/85 TULIA,TX A/C Reg. No. N71846 Time (Lcl) - 2115 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. FLARE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

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Brief of Accident

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     File No. - 1660       7/07/85    MIDLAND,TX                A/C Reg. No. N1739R            Time (Lcl) - 1845 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                           Injuries
                                                                  SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation           -BUSINESS                       Fire                  Crew      0        0        1        0
     Flight Conducted Under      -14 CFR 91                       NONE                 Pass      0        0        0        0
     Accident Occurred During    -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA R182                    Eng Make/Model - LYCOMING O-540-J3C5D      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    3100                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                        Rated Power    -     235 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                  Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRSTRIP
       Method          - N/A                           SAME AS ACC/INC
       Completeness    - N/A                        Destination                              Airport Data
     Basic Weather     - VMC                           LOCAL                                    PRIVATE STRIP
       Wind Dir/Speed- 110/013 KTS                                                              Runway Ident     - 36
       Visibility    -    20.0    SM               ATC/Airspace                                 Runway Lth/Wid   -  2200 -UNK/NR
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                 Runway Surface   - GRASS/TURF
       Lowest Ceiling         - NONE                 Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                              Age - UNK/NR             Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)                    Biennial Flight Review               Flight Time (Hours)
         PRIVATE                                      Current         - YES       Total         - UNK/NR       Last 24 Hrs -       4
         SE LAND                                      Months Since    - 11        Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                                      Aircraft Type - UNK/NR      Instrument- UNK/NR           Last 90 Days-      12
                                                                                  Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT ON A PASS OVER THE PVT STRIP THE WIND SOCK AS INDICATING THE WIND OUT OF THE NORTH. IN ACTUALITY,
MIDLAND REGIONAL ARPT WAS REPORTING THE WINDS FROM 110 DEGS AT 13 KTS. TOUCHDOWN WAS MADE AT A HIGHER THAN NORMAL
AIRSPEED. THE ACFT LANDED LONG AND SUBSEQUENTLY RAN THROUGH A FENCE AT THE END OF THE RWY. THE PLT STATED THE ACFT
FLOATED DURING THE FLARE DUE TO THE TAILWIND AND A LOW FUEL LOAD AND BY THE TIME HE GOT THE NOSE GEAR ON THE GROUND,
HE WAS COMMITTED AND COULD NOT GO AROUND.
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Brief of Accident (Continued)

File No. - 1660 7/07/85 MIDLAND,TX A/C Reg. No. N1739R Time (Lcl) - 1845 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
6. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6

Factor(s) relating to this accident is/are finding(s) 5

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                                      Brief of Accident'

   File No. - 1658       7/12/85    COLLEGE STATION,TX         A/C Reg. No. N5203A          Time (Lcl) - 1555 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                  SUBSTANTIAL                Fatal   Serious   Minor     None
     Type of Operation           -BUSINESS                       Fire                Crew      0        0        0         1
     Flight Conducted Under      -14 CFR 91                       NONE               Pass      0        0        0         3
     Accident Occurred During    -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA T210N                    Eng Make/Model - CONTINENTAL TSIO-520-R    ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE            Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    4000                         Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       6                         Rated Power     -     310 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                      Itinerary                                   Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING         Last Departure Point                        OFF AIRPORT/STRIP
       Method          - N/A                             HILLSBORO,TX
       Completeness    - N/A                           Destination                              Airport Data
     Basic Weather     - VMC                             HOUSTON,TX
       Wind Dir/Speed- 150/005 KTS                                                                  Runway Ident      - N/A
       Visibility      -      7.0    SM              ATC/Airspace                                   Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -      5000 FT SCATTERED    Type of Flight Plan - NONE                    Runway Surface    - GRAVEL
       Lowest Ceiling          - NONE                  Type of Clearance    - NONE                  Runway Status     - DRY
       Obstructions to Vision- NONE                    Type Apch/Lndg       - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -     59            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                                    Current       - YES        Total      -  14000         Last 24 Hrs -      3
         SE LAND                                    Months Since  - 19         Make/Model-  14000          Last 30 Days- UNK/NR
                                                    Aircraft Type - UNK/NR     Instrument-    120          Last 90 Days-    100


         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
ABOUT 25 MINUTES AFTER TAKEOFF FROM A PLANNED INTERMEDIATE STOP, THE RIGHT FUEL TANK RAN DRY. AFTER SWITCHING TANKS, THE
PLT DECIDED TO DIVERT TO A NEARBY ARPT TO REFUEL. DURING THE DESCENT, THE LEFT FUEL TANK RAN DRY AND THE ENG QUIT DUE
TO FUEL EXHAUSTION. THE PLT PICKED OUT A DIRT ROAD AND SET UP THE APCH FOR AN EMERGENCY LANDING. WHILE ON SHORT
FINAL THE PLT OBSERVED A TRUCK PULL ONTO THE ROAD AHEAD. THE PLT SUBSEQUENTLY LANDED THE ACFT ON THE NOSE GEAR,
COLLAPSING IT. THE PLT DID NOT VISUALLY CHECK THE FUEL QUANTITY PRIOR TO DEPARTURE AND RELIED ON THE LINE PERSONNEL'S
STATEMENT THAT THE TANKS WERE TOPPED OFF.
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Brief of Accident (Continued)

File No. - 1658 7/12/85 COLLEGE STATION,TX A/C Reg. No. N5203A Time (Lcl) - 1555 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
7 OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

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                         National Transportation Safety Board
                              Washington, D.C. 20594


                                   Brief of Accident

     File No. - 1686      7/14/85    HONDO,TX                  A/C Reg. No. N46170          Time (Lcl) - 1715 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                               SUBSTANTIAL               Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                     Fire                 Crew     0         0         0         1
    Flight Conducted Under     -14 CFR 91                      NONE               Pass     0         0         0         0
    Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - RYAN S13KR (PT-22)         Eng Make/Model - KENNER R-55 560         ELT Installed/Activated - NO -N/A
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    1885                    Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power     -     160 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                     Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                          OFF AIRPORT/STRIP
      Method         - N/A                       CIBOLO,TX
      Completeness   - N/A                    Destination                                 Airport Data
    Basic Weather    - VMC                       SAME AS ACC/INC
      Wind Dir/Speed- 170/005 KTS                                                           Runway Ident     - N/A
      Visibility     -     5.0   SM          ATC/Airspace                                   Runway Ltn/Wid   - N/A
      Lowest Sky/Clouds  -      6000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling           - NONE           Type of Clearance    - NONE                 Runway Status    - N/A
      Obstructions to Vision- NONE              Type Apch/Lndg       - FORCED LANDING
      Precipitation            - NONE
      Condition of Light       - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      52             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                           Current        - UNK/NR     Total      -    4300        Last 24 Hrs -        1
        SE LAND                              Months Since   - UNK/NR     Make/Model-       24        Last 30 Days- UNK/NR
                                             Aircraft Type  - UNK/NR     Instrument- UNK/NR          Last 90 Days-        1
                                                                         Multi-Eng -     1800        Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ON A X-COUNTRY FLT. NEAR THE DESTINATION THE ENG EXPERIENCED SUDDEN SEIZURE AND ALL ENG PWR WAS LOST. THE
PLT ATTEMPTED AN EMERGENCY LANDING BUT COLLIDED WITH A PWR LINE WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT. THE
CAUSE OF THE LOSS OF ENG PWR WAS NOT DETERMINED.

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Brief of Accident (Continued)

File No. - 1696 7/14/85 HONDO,TX A/C Reg. No. N46170 Time (Lcl) - 1715 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - NORMAL

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. OBJECT - WIRE,TRANSMISSION
3. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Brief of Accident

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     File No. - 1657       7/17/85    GATESVILLE,TX             A/C Reg. No. N7620E            Time (Lcl) - 1810 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                                DESTROYED                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                      Fire                  Crew     0         0         1         0
     Flight Conducted Under     -14 CFR 91                      IN FLIGHT            Pass     0         0         0         0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BELLANCA 14-19-3            Eng Make/Model - CONTINENTAL IO-470        ELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    2700                     Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       4                     Rated Power    -     260 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                      ON AIRPORT
        Method         - N/A                           SAME AS ACC/INC
        Completeness   - N/A                        Destination                            Airport Data
      Basic Weather    - VMC                           CLIFTON,TX                              GATEVILLE MUNICIPAL
        Wind Dir/Speed- 140/008 KTS                                                            Runway Ident     - 18
        Visibility     -     12.0    SM            ATC/Airspace                                Runway Lth/Wid   -  3400/    50
        Lowest Sky/Clouds  -       5000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
        Lowest Ceiling         - 25000 FT BROKEN      Type of Clearance   - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE                  Type Apch/Lndg      - STRAIGHT-IN
        Precipitation          - NONE                                       PRECAUTIONARY LANDING
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                          Age -      63            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
        Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL                               Current       - YES        Total       -     526         Last 24 Hrs -        1
          SE LAND,ME LAND                          Months Since  - 17         Make/Model-       300         Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR     Instrument-        60         Last 90 Days-        2
                                                                              Multi-Eng -        15

          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS DESTROYED BY FIRE AFTER EXECUTING AN EMERGENCY LANDING FOLLOWING AN INFLIGHT FIRE AND ENG FAILURE.
SHORTLY AFTER TAKEOFF THE PLT SMELLED ELECTRICAL INSULATION OVERHEATING AND NOTICED A DECREASE IN FUEL PRESSURE. FIRE
BROKE OUT ON THE LEFT SIDE OF THE ENG COWL. THE ACFT WAS LANDED HARD DUE TO RESTRICTED VISIBIITY FROM SMOKE ENTERING
THE COCKPIT. SUSPECT THAT THE SEAL ON THE ENG MOUNTED FUEL PUMP FAILED ALLOWING FUEL TO LEAK FROM THE PUMP HOUSING
FIRE DAMAGE TO THE PUMP PRECLUDED EXACT IDENTIFICATION OF THE FAILURE MODE.

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File No. - 1657 7/17/85 GATESVILLE,TX A/C Reg. No. N7620E Time (Lcl) - 1810 CDT

Occurrence #1 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. FUEL SYSTEM,PUMP - LEAK

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. IGNITION SYSTEM,MAGNETO - SHORTED

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. FLARE - MISJUDGED - PILOT IN COMMAND
4. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),COCKPIT/WORKPLACE SMOKE/FUMES - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

Brief of Accident

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    File No. - 1683       8/02/85    KATY,TX                      A/C Reg. No. N93980          Time (Lcl) - 2135 CDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                         Fire               Crew      0        0        0        1
    Flight Conducted Under    -14 CFR 91                        NONE               Pass      0        0        0        0
    Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                   Eng Make/Model - LYCOMING O-235-N2C       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED               Number Engines -   1                         Stall Warning System - YES
    Max Gross Wt   -    1670                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                      Rated Power    -    108 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing     - UNK/NR                      Last Departure Point                    OFF AIRPORT/STRIP
      Method        - UNK/NR                        COLLEGE STATION,TX
      Completeness  - WEATHER NOT PERTINENT       Destination                           Airport Data
    Basic Weather   - UNK/NR                        HOUSTON,TX
      Wind Dir/Speed- UNK/NR                                                              Runway Ident     - N/A
      Visibility    -      .500 SM              ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -                        Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling      -  1000 FT OVERCAST     Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- UNK/NR              Type Apch/Lndg      - FORCED LANDING
      Precipitation       - RAIN
      Condition of Light  - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      20             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                Current        - YES       Total      -    113        Last 24 Hrs -      1
        SE LAND                                Months Since  -  7         Make/Model-     62        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument-      3        Last 90 Days-     19
                                                                          Multi-Eng - UNK/NR        Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED HE HAD HIS DESTINATION ARPT IN SIGHT AND THEN LOST SIGHT OF IT. WHILE ATTEMPTING TO LOCATE THE ARPT
THE ENG LOST PWR. HE ATTEMPTED A EMERGENCY LANDING ON AN INTERSTATE HWY 10 WEST OF HOUSTON, TX. AFTER TOUCHDOWN AND
DURING ROLLOUT THE RIGHT WING COLLIDED WITH A SIGN POST. THE CAUSE OF THE LOSS OF ENG PWR WAS NOT DETERMINED. THE
DESTINATION ARPT HAD ENCOUNTERED A COMPLETE LOSS OF ELECTRICAL PWR.
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Brief of Accident (Continued)

File No. - 1683   8/02/85   KATY,TX   A/C Reg. No. N93980   Time (Lcl) - 2135 CDT

Occurrence #1   LOSS OF POWER
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                                              National Transportation Safety Board
                                                      Washington, D.C. 20594



                                                         Brief of Accident

       File No. - 1685        8/09/85    DAMON,TX                   A/C Reg. No. N22952              Time (Lcl) - 1415 CDT
---------------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                            Injuries
                                                                   DESTROYED                   Fatal    Serious    Minor      None
      Type of Operation          -POSITIONING                     Fire                  Crew       0         0         1        0
      Flight Conducted Under     -14 CFR 91                        NONE                 Pass       0         0         0        0
      Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BELL 206B                      Eng Make/Model - ALLISON 250-C20J          ELT Installed/Activated - YES/NO
      Landing Gear   - SKID                           Number Engines -  1                           Stall Warning System - NO
      Max Gross Wt   -   3200                         Engine Type    - TURBOSHAFT
      No. of Seats   -      5                         Rated Power    -    317 HP
---------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                           HOUSTON,TX
        Completeness   - N/A                        Destination                              Airport Data
      Basic Weather    - VMC                           MATAGORDA IS.,TX
        Wind Dir/Speed- 135/005 KTS                                                             Runway Ident     - N/A
        Visibility     -   10.0  SM                ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE                 Runway Surface   - N/A
        Lowest Ceiling        - NONE                 Type of Clearance   - NONE                 Runway Status    - N/A
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      49               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL                              Current        - UNK/NR     Total      -  6939        Last 24 Hrs -      4
                                                  Months Since   - UNK/NR     Make/Model- UNK/NR        Last 30 Days- UNK/NR
          HELICOPTER                              Aircraft Type  - UNK/NR     Instrument-      0        Last 90 Days-     61
                                                                                                         Rotorcraft   -   6939

          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT EXPERIENCED AN ENG DECELERATION TO FLT IDLE WHILE CRUISING 1000 MSL. HE AUTOROTATED INTO TREES IN A HEAVILY
WOODED AREA. A SUBSEQUENT ENG DISASSEMBLY AND EXAMINATION REVEALED THE PWR CONTROL LINE, P/N 6848471-D, WAS BROKEN
AT ITS ATTACHING 'B' NUT SLEEVE. THIS CAN CAUSE THE ENG TO DECELERATE TO FLT IDLE FROM A CRUISE PWR SETTING. FURTHER
DISASSEMBLY REVEALED NO OTHER PROBLEM WHICH COULD CAUSE THIS TO OCCUR.

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Brief of Accident (Continued)

File No. - 1685   8/09/85   DAMON,TX   A/C Reg. No. N22952   Time (Lcl) - 1415 CDT

Occurrence #1   LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,OTHER - FAILURE,TOTAL

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
2. OBJECT - TREE(S)
3. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
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Brief of Accident

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  File No. - 1682       8/15/85    FLOYDADA,TX               A/C Reg. No. N9964J            Time (Lcl) - 1500 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               DESTROYED                    Fatal    Serious    Minor     None
    Type of Operation         -AERIAL APPLICATION             Fire                   Crew     0         1         0         0
    Flight Conducted Under    -14 CFR 137                      NONE                  Pass     0         0         0         0
    Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA T188C              Eng Make/Model - CONTINENTAL TSIO-520-T    ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2500                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      1                    Rated Power    -    310 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                    Destination                             Airport Data
    Basic Weather    - VMC                      LOCAL
      Wind Dir/Speed- 135/002 KTS                                                       Runway Ident     - N/A
      Visibility     -    10.0   SM           ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling        - NONE              Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     26          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review             Flight Time (Hours)
       COMMERCIAL                           Current       - UNK/NR    Total      -   1337      Last 24 Hrs - UNK/NR
       SE LAND                              Months Since  - UNK/NR    Make/Model-    414      Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR    Instrument-      4      Last 90 Days-    153
                                                                      Multi-Eng - UNK/NR      Rotorcraft  - UNK/NR

       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED HE FAILED TO SEE A METAL STAND PIPE IN THE COTTON FIELD. THE ACFT COLLIDED WITH THE STAND PIPE AND
FLIPPED INVERTED. RESIDUE OF THE SPRAYING CHEMICAL WAS OBSERVED ON THE WINDSCREEN AFTER THE ACCIDENT. THIS RESIDUE
RESTRICTED FORWARD VISIBILITY FROM THE COCKPIT.

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Brief of Accident (Continued)

File No. - 1682 8/15/85 FLOYDADA,TX A/C Reg. No. N9964J Time (Lcl) - 1500 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1681 8/17/85 LLANO,TX A/C Reg. No. N2217G Time (Lcl) - 0930 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 155/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DALLAS,TX
Destination
AUSTIN,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data
LLANO MUNI
Runway Ident - 17
Runway Lth/Wid - 3200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	108	Last 24 Hrs -	2
Make/Model-	9	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	25
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED HE ENTERED THE TRAFFIC PATTERN AT 2000 FT FOR A LEFT DOWNWIND TO RWY 17. HE THEN REDUCED PWR TO 1700 RPM AND PLACED THE MIXTURE CONTROL INTO THE FULL RICH POSITION. HE ASSURED THAT CARBURETOR HEAT WAS OFF AND THEN STARTED HIS DESCENT. THE ENG THEN BEGAN TO LOSE PWR AND SPUTTER. THROTTLE OPERATION GAVE SURGES OF PWR. HE SWITCHED FUEL TANK POSITIONS BUT COULD NOT GET A RESTART. THE PLT ATTEMPTED TO STRETCH HIS GLIDE TO THE RWY BUT WAS UNABLE. THE ACFT TOUCHED DOWN 200-300 YRDS SHORT OF THE RWY, COLLAPSED THE LANDING GEAR, BOUNCED AND CAME TO REST ABOUT 100 YRDS SHORT OF THE RWY. EXAMINATION BY FAA PERSONNEL REVEALED NO FUEL IN THE TANKS AND NO EVIDENCE OF AN AIRBORNE OR ON GROUND FUEL LEAK. AFTER RECOVERY OF THE WRECKAGE A FUEL SUPPLY WAS CONNECTED TO THE RIGHT HAND INLET OF THE FUEL SELECTOR VALVE. THE ENG WAS STARTED AND NOTED TO BE CAPABLE OF NORMAL OPERATION.

Brief of Accident (Continued)

File No. - ı681 8/17/85 LLANO,TX A/C Reg. No. N2217G Time (Lcl) - 0930 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN
3. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. FLARE - IMPROPER - PILOT IN COMMAND
5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1679       8/28/85    CRYSTAL BEACH,TX           A/C Reg. No. N5573G             Time (Lcl) - 1100 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor   None
     Type of Operation         -PERSONAL                       Fire                  Crew     0        0        0       1
     Flight Conducted Under    -14 CFR 91                       NONE                 Pass     0        0        0       0
     Accident Occurred During  -TAKEOFF
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150J                  Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -   1600                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -     2                        Rated Power    -     100 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                         ORANGE,TX
        Completeness   - N/A                      Destination                              Airport Data
      Basic Weather    - VMC                         SAME AS ACC/INC
        Wind Dir/Speed- UNK/NR                                                                Runway Ident    - N/A
        Visibility    - UNK/NR                   ATC/Airspace                                 Runway Lth/Wid  - N/A
        Lowest Sky/Clouds  -     UNK/NR            Type of Flight Plan - NONE                 Runway Surface  - N/A
        Lowest Ceiling       - UNK/NR              Type of Clearance   - NONE                 Runway Status   - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
        Precipitation        - NONE
        Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age - UNK/NR            Medical Certificate - UNK/NR
       Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
          UNK/NR                                 Current        - UNK/NR    Total      - UNK/NR          Last 24 Hrs - UNK/NR
                                                 Months Since   - UNK/NR    Make/Model - UNK/NR          Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR    Instrument - UNK/NR          Last 90 Days- UNK/NR
                                                                            Multi-Eng  - UNK/NR          Rotorcraft  - UNK/NR

          Instrument Rating(s)  - UNK/NR
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTEDLY WAS DELIVERING THE ACFT TO CRYSTAL BEACH, TX, FROM ITS HOME BASE AT ORANGE COUNTY AIRPORT, TX. THE
PILOT REPORTEDLY CALL THE OWNER AND TOLD HIM HE HAD BENT THE ACFT UPON LANDING AT CRYSTAL BEACH. HE WAS TOLD BY THE
OWNER TO WAIT AT THE ACFT AND HE (THE OWNER) WOULD BE RIGHT THERE. UPON HIS ARRIVAL, THE PLT COULD NOT BE FOUND AND
HIS WHEREABOUTS IS UNKNOWN. THE CIRCUMSTANCES AND CONDITIONS SURROUNDING THE ACCIDENT ARE ALSO UNKNOWN.

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Brief of Accident (Continued)

File No. - 1679   8/28/85   CRYSTAL BEACH,TX   A/C Reg. No. N5573G   Time (Lcl) - 1100 CDT

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1677       9/11/85    ANGLETON,TX                A/C Reg. No. N2022G            Time (Lcl) - 0930 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage                         Injuries
    Name of Carrier           -DHL AIRWAYS, INC.              SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,CARGO      Fire                   Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 135                     NONE                  Pass     0        0        1        0
    Accident Occurred During  -CRUISE
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELL 206L-1              Eng Make/Model - ALLISON 250-C28B        ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                     Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt   -    3000                  Engine Type    - TURBOSHAFT
    No. of Seats   -       7                  Rated Power    -     435 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                        OFF AIRPORT/STRIP
      Method         - N/A                       HOUSTON,TX
      Completeness   - N/A                    Destination                               Airport Data
    Basic Weather    - VMC                       ANGLETON,TX
      Wind Dir/Speed- 180/006 KTS                                                          Runway Ident     - N/A
      Visibility     - UNK/NR                ATC/Airspace                                  Runway Lth/Wid   - N/A
      Lowest Sky/Clouds -      500 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - N/A
      Lowest Ceiling      -  3300 FT BROKEN      Type of Clearance   - NONE                Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation       - NONE
      Condition of Light  - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     38           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,ATP,CFI                   Current        - UNK/NR     Total       -   9066        Last 24 Hrs -       1
        SE LAND,ME LAND                      Months Since   - UNK/NR     Make/Model  -    900        Last 30 Days- UNK/NR
        HELICOPTER     ,GLIDER               Aircraft Type  - UNK/NR     Instrument-   1148          Last 90 Days-       9
                                                                         Multi-Eng -   2700          Rotorcraft   -   4050

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
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----Narrative----

THE PLT HAD DESCENDED TO VERY LOW ALT (10-15 FEET ABOVE GROUND LEVEL) DURING VFR WEATHER CONDITIONS WHILE STILL SEVERAL MILES FROM HIS DESTINATION ARPT AND IMPACTED AN ELECTRICAL POWER LINE. HE MADE A PRECAUTIONARY LANDING AND RENDERED FIRST AID TO HIS NON-REVENUE PASSENGER. HE EXAMINED THE ACFT DAMAGE, THEN TOOK OFF AGAIN AND DELIVERED THE PASSENGER TO THE HOSPITAL. THIS WAS A NON-SCHEDULED, AIR TAXI, CARGO FLT.

Brief of Accident (Continued)

File No. - 1677   9/11/85   ANGLETON,TX   A/C Reg. No. N2022G   Time (Lcl) - 0930 CDT

Occurrence   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1732        9/21/85     LUBBOCK,TX                  A/C Reg. No. N93729             Time (Lcl) - 1005 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)              Aircraft Damage                       Injuries
                                                                     SUBSTANTIAL                 Fatal    Serious    Minor     None
    Type of Operation          -INSTRUCTIONAL                       Fire                  Crew     0         0          0         2
    Flight Conducted Under     -14 CFR 91                            NONE                 Pass     0         0          0         0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                      Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                  Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    1600                         Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                         Rated Power    -      110 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                               Airport Proximity
    Wx Briefing      - FSS                           Last Departure Point                    OFF AIRPORT/STRIP
      Method         - TELEPHONE                       LUBBOCK,TX
      Completeness   - FULL                         Destination                            Airport Data
    Basic Weather    - IMC                             LOCAL
      Wind Dir/Speed- 010/008 KTS                                                             Runway Ident     - N/A
      Visibility     -    6.0   SM                 ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -                           Type of Flight Plan - IFR                Runway Surface   - N/A
      Lowest Ceiling          -    400 FT OVERCAST   Type of Clearance   - IFR                Runway Status    - N/A
      Obstructions to Vision- NONE                   Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -      28            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,CFI                            Current        - YES      Total       -    850        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                           Months Since   -  6       Make/Model-      612        Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR    Instrument-       61        Last 90 Days-     463
                                                                            Multi-Eng -       15        Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT EXPERIENCED TOTAL ENGINE FAILURE WHEN A CONNECTING ROD BOLT FAILED AND CAUSED THE ENGINE TO LOCK UP. HE WAS
CLIMBING IN IMC WEATHER CONDITIONS WHEN THIS OCCURRED. HE WAS RADAR VECTORED TOWARD HIS DESTINATION AIRPORT. HE BROKE
OUT OF THE CLOUDS AT ABOUT 300 FEET ABOVE THE GROUND AND ONE AND A HALF MILES FROM THE AIRPORT AND FORCE LANDED IN A
MUDDY COTTON FIELD. THE AIRCRAFT FLIPPED INVERTED WHEN THE NOSE GEAR MADE CONTACT WITH THE SOFT GROUND. MAINTENANCE
RECORDS REVEALED THE ENGINE HAD BEEN TOP OVERHAULED THREE TIMES DURING ITS LIFE BUT HAD NEVER BEEN MAJOR OVERHAULED.

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      File No. - 1732       9/21/85    LUBBOCK,TX                    A/C Reg. No. N93729              Time (Lcl) - 1005 CDT
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Occurrence #1          LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation     CLIMB

Finding(s)
   1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
   2. ENGINE ASSEMBLY,CONNECTING ROD - UNDETERMINED
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Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
-----------------------------------------------------------------------------------------------------------------------

Occurrence #3          NOSE OVER
Phase of Operation     LANDING - ROLL

Finding(s)
   3. TERRAIN CONDITION - SOFT
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3
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                      National Transportation Safety Board
                            Washington, D.C. 20594



                               Brief of Accident

   File No. - 1654      9/24/85    SANDERSON,TX            A/C Reg. No. N9937B          Time (Lcl) - 1930 CDT
-------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                             SUBSTANTIAL                Fatal   Serious   Minor   None
   Type of Operation        -PERSONAL                       Fire                  Crew   0        0         1       0
   Flight Conducted Under   -14 CFR 91                       NONE                 Pass   0        0         0       1
   Accident Occurred During -TAKEOFF
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model    - CESSNA 182A               Eng Make/Model - CONTINENTAL O-470-L      ELT Installed/Activated - YES/YES
   Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                          Stall warning System - YES
   Max Gross Wt  -    3200                   Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats  -      4                    Rated Power    -     230 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                                  Airport Proximity
   Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                      ON AIRSTRIP
     Method        - N/A                       SAME AS ACC/INC
     Completeness  - N/A                    Destination                             Airport Data
   Basic Weather   - VMC                       ODESSA,TX                               TERRELL COUNTY
     Wind Dir/Speed- 160/002 KTS                                                       Runway Ident     - 16
     Visibility    -   50.0   SM            ATC/Airspace                               Runway Lth/Wid   -  3000/   25
     Lowest Sky/Clouds -     CLEAR            Type of Flight Plan - NONE               Runway Surface   - DIRT
     Lowest Ceiling        - NONE             Type of Clearance   - NONE               Runway Status    - DRY
     Obstructions to Vision- NONE             Type Apch/Lndg      - NONE                                  HIGH VEGETATION
     Precipitation         - NONE
     Condition of Light    - DUSK
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                      Age -     32           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
       COMMERCIAL                          Current        - YES      Total      -    617        Last 24 Hrs -      1
       SE LAND                             Months Since   - 15       Make/Model-     138        Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR    Instrument-      12        Last 90 Days-     15


       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
ON LANDING, THE PLT NOTICED A QUANTITY OF BRUSH ON THE RWY, HOWEVER, HE DID NOT THINK IT WOULD BE AN OBSTACLE TO
HIS INTENDED TAKEOFF AND THEREFORE DID NOT REMOVE IT. DURING TAKEOFF, THE LEFT MAIN GEAR STRUCK THE BRUSH CAUSING THE
PLT TO LOSE CONTROL OF THE ACFT, WHICH VEERED OFF THE RWY AND NOSED OVER. THE ACCIDENT OCCURRED ON A REMOTE PRIVATE
RANCH STRIP.

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                                  Brief of Accident (Continued)

     File No. - 1654       9/24/85    SANDERSON,TX              A/C Reg. No. N9937B            Time (Lcl) - 1930 CDT
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Occurrence #1          ON GROUND COLLISION WITH OBJECT
Phase of Operation     TAKEOFF - GROUND RUN
  1. UNSAFE/HAZARDOUS CONDITION - NOT CORRECTED - PILOT IN COMMAND
  2.      IMPROPER DECISION,COMPLACENCY - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - ON GROUND
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #3          NOSE OVER
Phase of Operation     TAKEOFF - INITIAL CLIMB
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2
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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

      File No. - 1653      10/03/85    ODESSA,TX              A/C Reg. No. N92755          Time (Lcl) - 1645 CDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                   Injuries
                                                                  SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation        -INSTRUCTIONAL                     Fire                 Crew    0        0        0       1
     Flight Conducted Under   -14 CFR 91                          NONE                Pass    0        0        0       0
     Accident Occurred During -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 182N              Eng Make/Model - CONTINENTAL O-470-B      ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    2800                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       4                  Rated Power    -     230 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                             Itinerary                                Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                    ON AIRPORT
       Method        - N/A                      ODESSA,TX
       Completeness  - N/A                    Destination                             Airport Data
     Basic Weather   - VMC                      SAME AS ACC/INC                         ODESSA SCHLEMEYER
       Wind Dir/Speed- 200/010 KTS                                                      Runway Ident    - 20
       Visibility    -   20.0   SM           ATC/Airspace                               Runway Lth/Wid  -  5700/   75
       Lowest Sky/Clouds -      CLEAR          Type of Flight Plan - NONE               Runway Surface  - ASPHALT
       Lowest Ceiling        - NONE            Type of Clearance   - NONE               Runway Status   - DRY
       Obstructions to Vision- NONE            Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                  TOUCH AND GO
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     47            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
        STUDENT                            Current       - N/A        Total       -     37         Last 24 Hrs -       1
                                           Months Since  - N/A        Make/Model-       13         Last 30 Days- UNK/NR
                                           Aircraft Type - N/A        Instrument-        0         Last 90 Days-      27


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TOUCH-&-GO LANDING PRACTICE ON HER SECOND SOLO TRAINING FLIGHT, THE STUDENT PLT MADE A HARD LANDING. THE NOSE
GEAR STRUT WAS DRIVEN UPWARD THROUGH THE FIREWALL AND THE PROP WAS DAMAGED. THE ACFT BOUNCED/PORPOISED THREE TIMES &
CAME TO REST OFF THE LEFT SIDE OF THE RWY.

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Brief of Accident (Continued)

File No. - 1653 10/03/85 ODESSA,TX A/C Reg. No. N92755 Time (Lcl) - 1645 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

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                                          Brief of Accident

   File No. - 1652       10/05/85    EL PASO,TX                A/C Reg. No. N35JW               Time (Lcl) - 1755 CDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                         Injuries
                                                              SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                    Fire                  Crew      0         0         0         1
     Flight Conducted Under     -14 CFR 91                    NONE                 Pass      0         0         0         1
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECHCRAFT K35           Eng Make/Model  - CONTINENTAL IO-470-C      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -   2900                   Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -      5                   Rated Power     -     250 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                    Airport Proximity
     Wx Briefing       - FSS                   Last Departure Point                         ON AIRPORT
       Method          - IN PERSON               MIDLAND,TX
       Completeness    - FULL                  Destination                                Airport Data
     Basic Weather     - VMC                     EL PASO,TX                                  EL PASO INTERNATIONAL
       Wind Dir/Speed- VARIABLE                                                              Runway Ident      - 26L
       Visibility     -    50.0   SM         ATC/Airspace                                    Runway Lth/Wid   -  9000/  150
       Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - NONE                    Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE           Type of Clearance   - VFR                     Runway Status    - DRY
       Obstructions to Vision- NONE            Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                 FULL STOP
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     61           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                Current         - YES     Total       -     623        Last 24 Hrs -       4
        SE LAND                                Months Since    - 20      Make/Model-       313        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument-        43        Last 90 Days-      39


        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED HIS STRAIGHT-IN LANDING FINAL APCH WAS SMOOTH. THE AIRSPEED HAD DECREASED FROM 80 TO 65 KTS & THE
ACFT'S WHEELS WERE ONLY INCHES ABOVE THE RWY WHEN THE RIGHT WING SUDDENLY LIFTED AND CAUSED THE ACFT TO VEER LEFT AND
TOUCH DOWN ON THE DIRT BESIDE THE RWY. WIND WAS LIGHT AND VARIABLE WITH NO REPORTED GUSTS. THE PLT STATED THAT HE EITHER
ENCOUNTERED AN UNSEEN "DUST DEVIL" ON THE RWY OR GOT INTO THE THE VORTEX TURBULENCE OF A LIGHT TWIN ENGINE ACFT
(TYPE UNKNOWN) WHICH HAD JUST DEPARTED FROM THE SAME RWY.

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File No. - 1652 10/05/85 EL PASO,TX A/C Reg. No. N35JW Time (Lcl) - 1755 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - TURBULENCE
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. - 1650       10/12/85    HOUSTON,TX                A/C Reg. No. N49958           Time (Lcl) - 1400 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation         -INSTRUCTIONAL                  Fire                 Crew      0        0        1        0
     Flight Conducted Under    -14 CFR 91                       NONE                 Pass      0        0        0        1
     Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 152                Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt  -    1670                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       2                   Rated Power    -     110 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                 Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING         Last Departure Point                      ON AIRPORT
       Method        - N/A                             SAME AS ACC/INC
       Completeness  - N/A                          Destination                             Airport Data
     Basic Weather   - VMC                             LOCAL                                  ANDRAU
       Wind Dir/Speed- CALM                                                                    Runway Ident    - 16
       Visibility     -    12.0   SM               ATC/Airspace                                 Runway Lth/Wid  -  4750/   50
       Lowest Sky/Clouds  -     3000 FT SCATTERED   Type of Flight Plan - NONE                  Runway Surface  - CONCRETE
       Lowest Ceiling        - NONE                 Type of Clearance   - NONE                  Runway Status   - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     24          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL,CFI                          Current       - UNK/NR     Total       -    480       Last 24 Hrs -       0
        SE LAND,ME LAND                         Months Since  - UNK/NR     Make/Model-     242       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument-      73       Last 90 Days-      64
                                                                           Multi-Eng -      10

        Instrument Rating(s)   - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT WAS INSTRUCTED TO FOLLOW THROUGH WITH HIS LEFT HAND ON THE CONTROLS DURING THE TAKEOFF. AFTER LIFTOFF
THE CFI FELT THAT THE ACFT WAS CLIMBTING TOO STEEPLY. HE TOLD THE STUDENT TO GET OFF THE CONTROLS, THINKING THAT
HE WAS APPLYING TOO MUCH BACK PRESSURE. THE CFI STILL FELT THAT THE ACFT WAS CLIMBING TOO STEEPLY AND A PRECAUTIONARY
LANDING WAS MADE. AFTER TOUCHDOWN THE ACFT OVERRAN THE REMAINING RWY AND GRASS AREA BEYOND THE RWY AND COLLIDED
WITH A DITCH BEFORE COMING TO A STOP. NO MECHANICAL FAILURE OR MALFUNCTION OF THE ACFT'S CONTROL SYSTEM WAS DISCOVERED
ACCORDING TO INFORMATION RECEIVED FROM THE PLT AT A LATER DATE.
```

Brief of Accident (Continued)

File No. - 1650   10/12/85   HOUSTON,TX   A/C Reg. No. N49958   Time (Lcl) - 1400 CDT

Occurrence #1   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)
1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 1736 8/10/85 BULLFROG BASIN,UT A/C Reg. No. N2187F Time (Lcl) - 1030 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - CESSNA U-206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - 6
Eng Make/Model - CONTINENTAL IO-520-A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LONGMONT,CO
Destination
LAS VEGAS,NV

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 346
Make/Model- 88
Instrument- 10
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 8
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS FLYING ON A VFR X-COUNTY FLT WHEN HE ALLOWED THE RT FUEL TANK TO RUN DRY WHICH RESULTED IN ENG STOPPAGE. AFTER SWITCHING FUEL AN ATTEMPTED ENG RESTARTED WAS UNSUCCESFULL. THE SUBSEQUENT FORCED LNG RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT.

File No. - 1736 8/10/85 BULLFROG BASIN,UT A/C Reg. No. N2187F Time (Lcl) - 1030 MDT

Occurrence #1
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1752 8/23/85 WOODS CROSS,UT A/C Reg. No. N711JK Time (Lcl) - 0650 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - MITCHELL/BEDE BD-4
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 4
Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WOODS CROSS,UT
Destination
WOODS CROSS,UT

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 57
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 860
Make/Model- 600
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CRASHED AFTER THE ENG QUIT DURING TAKEOFF. THE ACFT HIT THE GROUND OFF THE ARPT IN A LEFT DESCENDING BANK WHICH COLLAPSED THE LEFT LNDG GEAR. INVESTIGATION REVEALED CORROSION OF THE CARBURETOR FLOAT BOWL. THE PLT WAS USING AUTO FUEL. THE FUEL TANKS HAD BEEN REPAIRED FOR LEAKS. THE PLT SAID THAT HE WAS NOT ABLE TO DRAIN ALL FUEL WITH THE DRAINS AS INSTALLED. THERE WERE NO FUEL DRAINS IN THE OUTBOARD SECTION OF THE WING TANKS, WHICH IS THE LOWEST POINT IN THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 1752 8/23/85 WOODS CROSS,UT A/C Reg. No. N711JK Time (Lcl) - 0650 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                   Brief of Accident

   File No. - 1784      10/09/85    FILLMORE,UT                A/C Reg. No. N3339V            Time (Lcl) - 1020 MDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                DESTROYED                      Fatal   Serious   Minor    None
     Type of Operation        -BUSINESS                        Fire                    Crew      0        1        0       0
     Flight Conducted Under   -14 CFR 91                        ON GROUND              Pass      0        1        0       0
     Accident Occurred During -MANEUVERING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - BEECH 35                  Eng Make/Model - CONTINENTAL E-185-11-8   ELT Installed/Activated - YES-UNK/NR
     Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt  -    2250                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -      4                    Rated Power    -     185 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                   Airport Proximity
     Wx Briefing     - FSS                      Last Departure Point                        OFF AIRPORT/STRIP
       Method        - TELEPHONE                  DELTA,CO
       Completeness  - FULL                     Destination                               Airport Data
     Basic Weather   - IMC                        RIALTO,CA                                    FILLMORE
       Wind Dir/Speed- 310/007 KTS                                                             Runway Ident     - N/A
       Visibility    -      .500 SM           ATC/Airspace                                     Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -                     Type of Flight Plan - NONE                     Runway Surface   - DIRT
       Lowest Ceiling      -     200 FT OBSCURED  Type of Clearance - NONE                     Runway Status    - HIGH VEGETATION
       Obstructions to Vision- FOG              Type Apch/Lndg      - NONE
       Precipitation       - UNK/NR
       Condition of Light  - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     27            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                               Current      - YES        Total      -    160        Last 24 Hrs - UNK/NR
         SE LAND                               Months Since -  5         Make/Model-    160        Last 30 Days- UNK/NR
                                               Aircraft Type - 35        Instrument-      2        Last 90 Days-      20


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT DEPARTED DELTA, UT ON A VFR X-C FLT AFTER BEING ADVISED BY FSS THAT VFR WAS NOT RECOMMENDED DUE TO IMC
CONDITIONS ON THE PROPOSED ROUTE OF FLT. HE FLEW INTO AN AREA OF RISING TERRAIN, ENCOUNTERED IMC WX CONDITIONS,
ATTEMPTED TO REVERSE COURSE AND COLLIDED WITH THE TERRAIN.
-------------------------------------------------------------------------------------------------------------------
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File No. - 1784 10/09/85 FILLMORE,UT A/C Reg. No. N3339V Time (Lcl) - 1020 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
7. WEATHER CONDITION - RAIN
8. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,7

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1674      8/24/85    MORRISVILLE,VT            A/C Reg. No. N3568C            Time (Lcl) - 1630 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                              Injuries
                                                                 SUBSTANTIAL                      Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                         Fire                     Crew      0         0         0         1
    Flight Conducted Under    -14 CFR 91                         NONE                    Pass      0         0         0         2
    Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 170B                    Eng Make/Model - CONTINENTAL O-300-A      ELT Installed/Activated - YES/NO
    Landing Gear    - TAILWHEEL-ALL FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    2200                        Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                        Rated Power     -     145 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                                 Airport Proximity
    Wx Briefing      - UNK/NR                        Last Departure Point                      ON AIRPORT
      Method         - UNK/NR                          SAME AS ACC/INC
      Completeness   - UNK/NR                       Destination                             Airport Data
    Basic Weather    - VMC                             SAME AS ACC/INC                          MORRISVILLE STOWE
      Wind Dir/Speed- VARIABLE                                                                  Runway Ident     - 19
      Visibility     -    40.0   SM                 ATC/Airspace                                Runway Lth/Wid   -  2700/   50
      Lowest Sky/Clouds  -     15000 FT SCATTERED    Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE                   Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE                    Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     51            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review               Flight Time (Hours)
        PRIVATE                                  Current       - YES      Total      -     789       Last 24 Hrs - UNK/NR
        SE LAND                                  Months Since  - 13       Make/Model-      765       Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR   Instrument-        0       Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT, A POST MAINTENANCE TEST FLT WAS PERFORMED ABOUT 45 MINS BEFORE THE LANDING OCCURRED. THE PLT
STATED THAT HE ALLOWED THE RIGHT SEAT PASSENGER A STUDENT PLT AND OWNER OF THE CESSNA 170, TO FLY AND LAND THE ACFT.
UPON LANDING THE PLT NOTICED THE NOSE OF THE ACFT WAS NOT HIGH ENOUGH AND REMINDED THE PASSENGER THAT HE WAS FLYING A
TAIL DRAGGER. THE ACFT WAS HOPPING BUT UNDER DIRECTIONAL CONTROL. THE ACFT VEERED TO THE RIGHT FOLLOWED BY A GROUND
LOOP. POWER WAS APPLIED AFTERWARDS BY THE PASSENGER AND THE ACFT COLLIDED WITH A PARKED GLIDER ACFT.

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Brief of Accident (Continued)

File No. - 1674 8/24/85 MORRISVILLE,VT A/C Reg. No. N3568C Time (Lcl) - 1630 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 1798      10/06/85    WEST DOVER,VT              A/C Reg. No. N9861Z            Time (Lcl) - 1015 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire               Crew       0        0        0       1
    Flight Conducted Under    -14 CFR 91                       NONE              Pass       0        1        1       0
    Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA C206               Eng Make/Model - CONTINENTAL IO-520F       ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt  -    3600                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -       6                   Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                    Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                         OFF AIRPORT/STRIP
      Method         - ACFT RADIO                 CALDWELL,NJ
      Completeness   - UNK/NR                   Destination                                Airport Data
    Basic Weather    - VMC                        WEST DOVER,VT                               MT. SNOW
      Wind Dir/Speed- 240/015 KTS                                                             Runway Ident      - 10
      Visibility     -    20.0   SM             ATC/Airspace                                  Runway Lth/Wid    -  2650/   75
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                  Runway Surface    - ASPHALT
      Lowest Ceiling         - 35000 FT BROKEN    Type of Clearance   - NONE                  Runway Status     - WET
      Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE                                     FORCED LANDING
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     31             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                            Current        - YES      Total       -   4154       Last 24 Hrs -       0
        SE LAND                            Months Since   - 14       Make/Model-      104       Last 30 Days- UNK/NR
                                           Aircraft Type  - 206      Instrument-      598       Last 90 Days-      33

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
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CESSNA AIRCRAFT, N9861Z OVERRAN RUNWAY 1, AT WEST DOVER, VERMONT AND LANDED ON A GOLF COURSE. THE PILOT STATED THAT WHEN THE FLIGHT WAS ABOUT 50 FEET ABOVE THE RUNWAY AND ABOUT 100 FT DOWN THE RUNWAY WINDSHEAR WAS ENCOUNTERED, PULLING THE AIRCRAFT TO THE LEFT SIDE. A GO AROUND COULD NOT BE ACCOMPLISHED SO THE LANDING WAS MADE ON THE GOLF COURSE, CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1798 10/06/85 WEST DOVER,VT A/C Reg. No. N9861Z Time (Lcl) - 1015 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING

Finding(s)
1. WEATHER CONDITION - WINDSHEAR
2. ABORTED LANDING - DELAYED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
6. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1665      7/17/85    GOOSE PRAIRIE,WA          A/C Reg. No. N70591            Time (Lcl) - 1759 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                    Injuries
                                                                  DESTROYED                Fatal   Serious   Minor   None
      Type of Operation         -PERSONAL                        Fire               Crew      1        0        0       0
      Flight Conducted Under    -14 CFR 91                        NONE              Pass      1        0        0       0
      Accident Occurred During  -MANEUVERING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - PIPER J3-C-65             Eng Make/Model - CONTINENTAL A-65-8      ELT Installed/Activated - NO -N/A
      Landing Gear  - TAILWHEEL-ALL FIXED       Number Engines -  1                        Stall Warning System - NO
      Max Gross Wt  -    1220                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -       2                   Rated Power    -      65 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
        Method         - N/A                        YAKIMA,WA
        Completeness   - N/A                     Destination                              Airport Data
      Basic Weather    - VMC                        SAME AS ACC/INC
        Wind Dir/Speed- VARIABLE                                                            Runway Ident     - N/A
        Visibility     -    15.0    SM         ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                Runway Surface   - N/A
        Lowest Ceiling         - NONE             Type of Clearance   - NONE                Runway Status    - N/A
        Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      37          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                  Current        - YES       Total      -     300        Last 24 Hrs -        2
                                                  Months Since   - 13        Make/Model-     100        Last 30 Days-        5
                                                  Aircraft Type  - J3C       Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED TREES WHILE THE PLT WAS PERFORMING LOW LEVEL PASSES OVER A BOY SCOUT CAMP. WITNESSES REPORTED THE
PLT MADE THREE PASSES OVER THE CAMP AND DURING ONE OF THOSE PASSES, THE PLT DROPPED A BAG OF CANDY BARS TO THE SCOUTS.
THE FOURTH, DURING WHICH THE ACFT CONTACTED TREES, WAS REPORTEDLY MADE AT A SLOW AIRSPEED.

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Brief of Accident (Continued)

File No. - 1665 7/17/85 GOOSE PRAIRIE,WA A/C Reg. No. N70691 Time (Lcl) - 1759 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 1704       8/08/85    SEATTLE,WA                  A/C Reg. No. N7765K            Time (Lcl) - 2114 PDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                           Injuries
                                                                  SUBSTANTIAL                        Fatal    Serious    Minor      None
      Type of Operation         -PERSONAL                        Fire                  Crew          0         0          0          1
      Flight Conducted Under    -14 CFR 91                        NONE                 Pass          0         0          0          1
      Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-20                 Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                         Stall Warning System - NO
      Max Gross Wt   -    1800                     Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                     Rated Power    -     150 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                      Airport Proximity
      Wx Briefing      - FSS                       Last Departure Point                           ON AIRPORT
        Method         - IN PERSON                   BELLINGHAM,WA
        Completeness   - FULL                       Destination                                 Airport Data
      Basic Weather    - VMC                         SEATTLE,WA                                   BOEING FIELD INT'L
        Wind Dir/Speed- 180/015 KTS                                                               Runway Ident     - 31
        Visibility     -    20.0   SM             ATC/Airspace                                    Runway Lth/Wid   - 10000/  200
        Lowest Sky/Clouds  -                        Type of Flight Plan - NONE                    Runway Surface   - ASPHALT
        Lowest Ceiling          - 25000 FT BROKEN   Type of Clearance   - NONE                    Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg       - FULL STOP
        Precipitation           - NONE
        Condition of Light      - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     57            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
         COMMERCIAL                            Current        - YES        Total          788        Last 24 Hrs -        8
         SE LAND,SE SEA                        Months Since  - 12          Make/Model-    467        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR      Instrument-     97        Last 90 Days-       35
                                                                           Multi-Eng -      5

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
A GROUND LOOP OCCURRED AND THE STEERING SPRING FAILED. THE AIRCRAFT'S STEERING SPRING HAD FAILED PRIOR TO THE
ACCIDENT AWAY FROM A REPAIR STATION. THE PILOT MADE A TEMPORARY REPAIR THAT FAILED DURING THIS GROUND LOOP. THE
PILOT STATED THAT A COMBINATION OF A GUST OF WIND AND THE BROKEN STEERING SPRING CAUSED HIS ACCIDENT.

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                                Brief of Accident (Continued)
     File No. - 1704      8/08/85    SEATTLE,WA              A/C Reg. No. N7765K           Time (Lcl) - 2114 PDT
------------------------------------------------------------------------------------------------------------------

Occurrence #1         LOSS OF CONTROL - ON GROUND
Phase of Operation    LANDING - ROLL

Finding(s)
  1. LANDING GEAR,TAILWHEEL ASSEMBLY - PREVIOUS DAMAGE
  2.   OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - SELECTED - PILOT IN COMMAND
  3.     IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
  4. WEATHER CONDITION - GUSTS
  5. MAINTENANCE,ADJUSTMENT - INADEQUATE - PILOT IN COMMAND
  6.     MATERIAL DEFECT(INADEQUATE QUALITY OF MATERIAL) - PILOT IN COMMAND
  7. JUDGEMENT - INACCURATE - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------------

Occurrence #2         ON GROUND COLLISION WITH OBJECT
Phase of Operation    LANDING - ROLL
------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,5,7

Factor(s) relating to this accident is/are finding(s) 3,4
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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 1615       9/18/85    ORCHARDS,WA              A/C Reg. No. N93848            Time (Lcl) - 1656 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                       Injuries
                                                           DESTROYED                   Fatal   Serious   Minor   None
    Type of Operation        -PERSONAL                     Fire                 Crew     1        0        0       0
    Flight Conducted Under   -14 CFR 91                     NONE                Pass     0        0        0       0
    Accident Occurred During -MANEUVERING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - ENGINEERING & RESEARCH 415-C  Eng Make/Model - CONTINENTAL C85-12F     ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-FIXED                Number Engines -  1                        Stall Warning System - UNK/NR
    Max Gross Wt  -    1260                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -      2                        Rated Power    -     85 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                      VANCOUVER,WA
      Completeness   - N/A                     Destination                           Airport Data
    Basic Weather    - VMC                       LOCAL
      Wind Dir/Speed- 320/008 KTS                                                      Runway Ident     - N/A
      Visibility    -   25.0   SM            ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface   - N/A
      Lowest Ceiling         - NONE               Type of Clearance   - NONE           Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     35          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review               Flight Time (Hours)
        PRIVATE                                Current        - UNK/NR   Total       -    110         Last 24 Hrs - UNK/NR
        SE LAND                                Months Since   - UNK/NR   Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR   Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                         Multi-Eng  - UNK/NR          Rotorcraft  - UNK/NR


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PVT PLT WAS OBSERVED EXECUTING A WINGS LEVEL PULL-UP FROM A DIVE DURING WHICH, THE WITNESS REPORTED, THE WING TIPS
BEGAN FLUTTERING. IMMEDIATELY THEREAFTER, BOTH WINGS SEPARATED IN POSITIVE OVERLOAD. VISUAL METEOROLOGICAL CONDITIONS
EXISTED IN THE AREA OF THE ACCIDENT AND WINDS WERE LIGHT WITH NO REPORTED TUBULENCE. THERE WAS NO EVIDENCE OF ANY
PRE-EXISTING WEAKNESS IN THE SPAR STRUCTURE AT THE SEPARATION POINT. THE CONDITION NECESSITATING THE PLT'S PULL-UP
MANEUVER COULD NOT BE DETERMINED.

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Brief of Accident (Continued)

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      File No. - 1615       9/18/85    ORCHARDS,WA                  A/C Reg. No. N93848            Time (Lcl) - 1656 PDT
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Occurrence #1          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     MANEUVERING

Finding(s)
  1. PULL-UP - INITIATED - PILOT IN COMMAND
  2. WING,SPAR - SEPARATION
  3.   DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     DESCENT - UNCONTROLLED
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 1673       9/20/85    BRINNON,WA                A/C Reg. No. N51698           Time (Lcl) - 2028 PDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation         -INSTRUCTIONAL                  Fire               Crew      2        0        0        0
    Flight Conducted Under    -14 CFR 91                       ON GROUND          Pass      1        0        0        0
    Accident Occurred During  -CRUISE
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172PII          Eng Make/Model - LYCOMING O-320-D2J       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2400                Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                 Rated Power    -     160 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                              Airport Proximity
    Wx Briefing      - FSS                   Last Departure Point                   OFF AIRPORT/STRIP
      Method         - TELEPHONE               SEATTLE,WA
      Completeness   - PARTIAL,LMTD BY PILOT  Destination                         Airport Data
    Basic Weather    - VMC                     LOCAL
      Wind Dir/Speed- 020/006 KTS                                                   Runway Ident     - N/A
      Visibility     -    8.0   SM           ATC/Airspace                           Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      3700 FT        Type of Flight Plan - NONE           Runway Surface   - N/A
      Lowest Ceiling        -   3700 FT BROKEN Type of Clearance   - NONE           Runway Status    - N/A
      Obstructions to Vision- HAZE             Type Apch/Lndg      - NONE
      Precipitation         - RAIN SHOWERS
      Condition of Light    - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     59            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                              Current        - YES     Total       -   360        Last 24 Hrs -      0
        SE LAND                              Months Since   - 1       Make/Model-     38         Last 30 Days-      4
                                             Aircraft Type  - C-172   Instrument-     46         Last 90 Days-      5


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT COLLIDED WITH VERTICAL ROCK FACE IN MOUNTAINOUS TERRAIN 32 MINS AFTER TAKEOFF ON NIGHT VFR INSTRUMENT INSTRUCTION
FLT, 31 MI WEST OF POINT OF DEPARTURE. RADAR TRK SHOWS ACFT PROCEEDED NW FOR 14 MINS, REVERSED COURSE FOR 4 MINS, THEN
HEADED DUE WEST INTO MOUNTAINOUS TERRAIN. ELEV OF THE CRASH SITE WAS 3700 FT. CLOUD BASES IN THE AREA (SEA LEVEL) WERE
REPORTED TO BE 3000 TO 4000 FT WITH 8 MILES VIS, SCATTERED RAIN SHOWERS AND HAZE. A MOUNTAIN RESCUE TEAM REPORTED
ON-SITE CONDITION OF THE WRECKAGE INDICATED COLLISION OCCURRED WITH THE ACFT IN LEVEL CRUISE FLT. THE ACFT WAS DESTROYED
BY IMPACT FORCES AND POST-IMPACT FIRE EXCEPT FOR THE OUTER WING PANELS AND EMPENNAGE. THE ACFT WAS NOT DME EQUIPPED
AND AN INSTRUMENT TRAINING HOOD WAS ON BOARD.

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Brief of Accident (Continued)

File No. - 1673 9/20/85 BRINNON,WA A/C Reg. No. N51698 Time (Lcl) - 2028 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)
1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
2. IN-FLIGHT PLANNING/DECISION - INATTENTIVE - PILOT IN COMMAND(CFI)
3. BECAME LOST/DISORIENTED
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. LIGHT CONDITION - DARK NIGHT
6. WEATHER CONDITION - CLOUDS
7. COMM/NAV EQUIPMENT,DISTANCE MEASURING EQPT(DME) - INOPERATIVE
8. PROPER ALTITUDE - NOT MAINTAINED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,8

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

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                         National Transportation Safety Board
                              Washington, D.C. 20594


                                  Brief of Accident

     File No. - 1672       9/22/85    RIDGEFIELD,WA            A/C Reg. No. N84844          Time (Lcl) - 1230 PDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                              SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                      Fire               Crew      0        0        0        1
    Flight Conducted Under    -14 CFR 91                      NONE              Pass      0        0        0        0
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - AERONCA 7AC                   Eng Make/Model - CONTINENTAL C-85       ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                       Stall Warning System - NO
    Max Gross Wt   -    1220                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                       Rated Power    -      85 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRSTRIP
      Method          - N/A                         BRUSH PRARIE,WA
      Completeness    - N/A                      Destination                             Airport Data
    Basic Weather     - VMC                         SAME AS ACC/INC
      Wind Dir/Speed- 360/005 KTS                                                          Runway Ident     - UNK/NR
      Visibility     -    50.0   SM             ATC/Airspace                               Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE               Runway Surface   - UNK/NR
      Lowest Ceiling          - NONE              Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age - UNK/NR              Medical Certificate - NO MEDICAL
     Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
        NONE                                     Current        - N/A       Total      -     250        Last 24 Hrs - UNK/NR
                                                 Months Since   - N/A       Make/Model-      90         Last 30 Days- UNK/NR
                                                 Aircraft Type  - N/A       Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT STALLED AT AN ALT OF APRX 15 AGL AND CONTACTED THE TERRAIN HARD DURING A LANDING AT A PVT AIRSTRIP. THE ACFT
DOES NOT HAVE A STALL WARNING SYSTEM. THE PLT STATED THAT HE SHOULD HAVE MAINTAINED A PROPER AIRSPEED.

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Brief of Accident (Continued)

File No. - 1672 9/22/85 RIDGEFIELD,WA A/C Reg. No. N84844 Time (Lcl) - 1230 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
1. WARNING SYSTEM(OTHER) - LACK OF
2. AIRSPEED(VS) - EXCEEDED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1712       6/17/85    BOSCOBEL,WI                A/C Reg. No. N18382            Time (Lcl) - 1200 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                            Injuries
                                                                   SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation          -BUSINESS                        Fire                    Crew    0         0          0        1
      Flight Conducted Under     -14 CFR 91                        NONE                   Pass    0         0          0        0
      Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BEECH V35B                    Eng Make/Model - CONTINENTAL IO-520-BA    ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    3400                       Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       5                       Rated Power     -     285 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                 Airport Proximity
      Wx Briefing      - UNK/NR                     Last Departure Point                      OFF AIRPORT/STRIP
        Method         - UNK/NR                       ELROY,WI
        Completeness   - UNK/NR                    Destination                             Airport Data
      Basic Weather    - VMC                          SAME AS ACC/INC
        Wind Dir/Speed- 270/010 KTS                                                          Runway Ident     - N/A
        Visibility     -    10.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -   CLEAR                Type of Flight Plan - NONE                Runway Surface   - ASPHALT
        Lowest Ceiling       - NONE                 Type of Clearance   - NONE                Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
        Precipitation        - NONE
        Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     54              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
          PRIVATE                               Current          - YES        Total        -    2715          Last 24 Hrs -       1
          SE LAND                               Months Since  -  6            Make/Model-    1621          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR        Instrument-     268          Last 90 Days-      34
                                                                              Multi-Eng -      59

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ENGINE FAILED ON FINAL APPROACH. THE AIRCRAFT DID NOT CLEAR A WOODED AREA RESULTING IN AN UNCONTROLLED DESCENT.
THE CAMSHAFT HAD FAILED AT THE NUMBER 1 JOURNAL OIL GROOVE.

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                                            Brief of Accident (Continued)

      File No. - 1712      6/17/85    BOSCOBEL,WI                A/C Reg. No. N18382             Time (Lcl) - 1200 CDT
-------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation     APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
  1. ENGINE ASSEMBLY,CAMSHAFT - FATIGUE
  2.   MAINTENANCE - IMPROPER - MANUFACTURER
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     DESCENT - EMERGENCY

Finding(s)
  3. OBJECT - TREE(S)
-------------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3
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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

  File No. - 1608       7/05/85    FOND DU LAC,WI           A/C Reg. No. N8219S          Time (Lcl) - 1925 CDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                               SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                 Crew    0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                Pass    0        0        0        1
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150F                    Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                 Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1600                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                         Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                   Airport Proximity
    Wx Briefing        - NO RECORD OF BRIEFING       Last Departure Point                        OFF AIRPORT/STRIP
      Method           - N/A                          HENDERSON,KY
      Completeness     - N/A                        Destination                              Airport Data
    Basic Weather      - VMC                          FOND DU LAC,WI
      Wind Dir/Speed- 310/012 KTS                                                               Runway Ident     - N/A
      Visibility     -     15.0   SM               ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds   -        1500 FT THIN BKN  Type of Flight Plan - NONE                 Runway Surface   - DIRT
      Lowest Ceiling         -     1500 FT BROKEN    Type of Clearance   - NONE                 Runway Status    - RUBBER DEPOSITS
      Obstructions to Vision- NONE                   Type Apch/Lndg      - FORCED LANDING                          SOFT
      Precipitation          - NONE
      Condition of Light     - DUSK
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     45             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                   Current       - YES      Total      -     280      Last 24 Hrs -       4
        SE LAND                                   Months Since  -  9       Make/Model-     280      Last 30 Days- UNK/NR
                                                  Aircraft Type - C-150    Instrument-       0      Last 90 Days-      25


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER IN SOFT TERRAIN 1/4 MILE SHORT OF THE RWY AT FON DU LAC ARPT FOLLOWING A TOTAL LOSS OF PWR. THE
FLT DEPARTED HENDERSON, KY, AT 1510 CDT WITH 26 GALLONS OF FUEL AND THE PWR LOSS OCCURRED AT 1925 CDT, 4 HRS AND 15 MINS
AFTER DEPARTURE. POST ACCIDENT INSPECTION DISCLOSED NO EVIDENCE OF FUEL ON BOARD THE ACFT.
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Brief of Accident (Continued)

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      File No. - 1608       7/05/85    FOND DU LAC,WI              A/C Reg. No. N8219S              Time (Lcl) - 1925 CDT
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Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     CRUISE - NORMAL

Finding(s)
  1. FLUID,FUEL - EXHAUSTION
  2.    PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
  4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
--------------------------------------------------------------------------------------------------------------------------

Occurrence #3          NOSE OVER
Phase of Operation     LANDING - ROLL

Finding(s)
  5. TERRAIN CONDITION - SOFT
--------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5
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National Transportation Safety Board
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Brief of Accident

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    File No. - 1602       7/14/85    APPLETON,WI                A/C Reg  No. N4137F            Time (Lcl) - 1155 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE               Pass     0        0        0        4
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-32R-300               Eng Make/Model - LYCOMING TIO-540-K1G5D    ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-RETRACTABLE           Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt    -    3400                        Engine Type     - RECIP-FUEL INJECTED
    No. of Seats    -       7                        Rated Power     -     300 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                                Airport Proximity
    Wx Briefing        - UNK/NR                      Last Departure Point                     ON AIRSTRIP
      Method           - ACFT RADIO                    NASHVILLE,TN
      Completeness     - WEATHER NOT PERTINENT        Destination                           Airport Data
    Basic Weather      - VMC                            SAME AS ACC/INC                       WISCONSIN INT'L SPEEDWAY
      Wind Dir/Speed- 080/006 KTS                                                             Runway Ident      - 03
      Visibility     -   15.0    SM                  ATC/Airspace                             Runway Lth/Wid   -  4000 -UNK/NR
      Lowest Sky/Clouds  -      CLEAR                  Type of Flight Plan - NONE             Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE                   Type of Clearance    - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE                     Type Apch/Lndg        - TRAFFIC PATTERN
      Precipitation           - NONE                                          ,FULL STOP
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      45           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                Current        - YES        Total       -    926         Last 24 Hrs -       4
        SE LAND                                Months Since  - 18          Make/Model-    723         Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR      Instrument-    155         Last 90 Days-      77


        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
AS THE PLT APPLIED BRAKES DURING A FULL STOP LANDING, THE RIGHT BRAKE FAILED. THE PLT THEN MANEUVERED THE ACFT OFF THE
PAVED LANDING SURFACE IN AN ATTEMPT TO GET IT TO ROLL TO A STOP. THE RIGHT LANDING GEAR STRUT COLLAPSED. THE ACFT
THEN SLID INTO A FENCE AND STOPPED. AN EXAMINATION OF THE RIGHT BRAKE ASS'Y REVEALED EXTREMELY THIN INNER AND OUTER
BRAKE PADS. SOME PORTIONS OF THE PADS WERE WORN COMPLETELY AWAY. FURTHER EXAMINATION REVEALED THAT THE O RING SEAL
AROUND EACH BRAKE CYLINDER WAS PROTRUDING FROM THE CYLINDER ASS'Y. THE RIGHT TIRE EXHIBITED HEAVY HYDRAULIC FLUID
STAINING. A LOGBOOK ENTRY OF 1/25/85 STATED THAT THE BRAKE LININGS AND SEALS FOR BOTH BRAKES WERE REPLACED DURING
THAT INSPECTION.

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Brief of Accident (Continued)

File No. - 1602 7/14/85 APPLETON,WI A/C Reg. No. N4137F Time (Lcl) - 1155 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
2. LANDING GEAR,NORMAL BRAKE SYSTEM - PRESSURE TOO LOW
3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
5. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1601      7/15/85    OCONOMOWOC,WI            A/C Reg. No. N8877F           Time (Lcl) - 1930 CDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-AGRICULTURAL AIRCRAFT         Aircraft Damage                      Injuries
                                                            SUBSTANTIAL                  Fatal   Serious   Minor    None
   Type of Operation        -AERIAL APPLICATION             Fire                  Crew     0        0        0        1
   Flight Conducted Under   -14 CFR 137                      NONE                  Pass     0        0        0        0
   Accident Occurred During -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model    - HUGHES 269A              Eng Make/Model - LYCOMING HIO-360-A1A     ELT Installed/Activated - NO -N/A
   Landing Gear  - SKID                     Number Engines -  1                          Stall Warning System - NO
   Max Gross Wt  -    1550                  Engine Type    - RECIP-FUEL INJECTED
   No. of Seats  -       2                  Rated Power    -      180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                              Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                    OFF AIRPORT/STRIP
     Method         - N/A                      OCONOMOWOC,WI
     Completeness   - N/A                    Destination                          Airport Data
   Basic Weather    - VMC                      LOCAL
     Wind Dir/Speed- 300/012 KTS                                                     Runway Ident    - N/A
     Visibility    -     10.0   SM          ATC/Airspace                              Runway Lth/Wid  - N/A
     Lowest Sky/Clouds  -    SCATTERED        Type of Flight Plan - NONE              Runway Surface  - N/A
     Lowest Ceiling        - NONE             Type of Clearance   - NONE              Runway Status   - N/A
     Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
     Precipitation         - NONE
     Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      42           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
       PRIVATE,COMMERCIAL                   Current        - YES        Total       -    604       Last 24 Hrs -       5
       SE LAND,ME LAND                      Months Since   - 24         Make/Model-      300       Last 30 Days- UNK/NR
       HELICOPTER                           Aircraft Type  - 269A       Instrument-       14       Last 90 Days-     115
                                                                        Multi-Eng -       39       Rotorcraft  -     300

       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE HELICPOTER CONTACTED A CORN CROP AND CAME TO REST INVERTED DURING AN AERIAL APPLICATION FLT. THE PLT STATED,
3 PASSES WERE MADE OVER THE FLD BEING SPRAYED AND AFTER A TURN TO BEGIN THE 4TH PASS, THE HELICOPTER SETTLED WITH
PWR CONTACTING THE CROP.

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Brief of Accident (Continued)

File No. - 1601 7/15/85 OCONOMOWOC,WI A/C Reg. No. N8877F Time (Lcl) - 1930 CDT

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Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. COLLECTIVE - EXCESSIVE - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                       Brief of Accident

     File No. - 1703       7/26/85    FOND DU LAC,WI             A/C Reg. No. N5604V            Time (Lcl) - 2300 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                       Fire                Crew     0          0         0         1
    Flight Conducted Under    -14 CFR 91                       NONE               Pass     0          0         0         3
    Accident Occurred During  -APPROACH
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - HOWARD AIRCRAFT DGA-15P         Eng Make/Model - P&W R-985 SERIES          ELT Installed/Activated - YES/NO
    Landing Gear    - TAILWHEEL-ALL FIXED             Number Engines -  1                           Stall Warning System - UNK/NR
    Max Gross Wt    -    4425                         Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       5                         Rated Power     -     450 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                      Itinerary                                   Airport Proximity
    Wx Briefing        - NO RECORD OF BRIEFING        Last Departure Point                        ON AIRPORT
      Method           - N/A                            SIOUX CITY,IA
      Completeness     - N/A                          Destination                               Airport Data
    Basic Weather      - VMC                            SAME AS ACC/INC                             FON DU LAC COUNTY
      Wind Dir/Speed- 270/007 KTS                                                                   Runway Ident      - 36
      Visibility    -     15.0   SM                 ATC/Airspace                                    Runway Lth/Wid    -  5000/    75
      Lowest Sky/Clouds  -      CLEAR                 Type of Flight Plan - NONE                    Runway Surface    - ASPHALT
      Lowest Ceiling         - NONE                   Type of Clearance   - NONE                    Runway Status     - DRY
      Obstructions to Vision- NONE                    Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -      61             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                   Flight Time (Hours)
        ATP                                      Current         - YES       Total        -  23000        Last 24 Hrs -       12
        SE LAND,ME LAND                          Months Since    - 17        Make/Model-       370        Last 30 Days- UNK/NR
        HELICOPTER                               Aircraft Type - UNK/NR      Instrument-     3300        Last 90 Days-       22
                                                                             Multi-Eng -    21400        Rotorcraft  -      100

        Instrument Rating(s)   - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HAD ACCURUED APRX 12 HRS OF FLYING TIME ON THE DAY OF THE ACCIDENT. DURING THE FINAL LANDING THE ACFT TOUCHED
DOWN AT THE RWY MID-POINT AND BOUNCED. THE ACFT THEN STRUCK A RWY LIGHT AND VEERED OFF THE RWY PAVED SURFACE INTO
SOFT SOD. THE PLT ATTEMPTED TO GO AROUND BUT THE SOFT SURFACE CAUSED SLOW ACCELERATION. SHORTLY AFTER BREAKING GROUND
THE ACFT ATRUCK LOCALIZER ANTENNA POLES OFF THE END OF THE RWY AND FELL TO THE GROUND.

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Brief of Accident (Continued)

File No. - 1703 7/26/85 FOND DU LAC,WI A/C Reg. No N3504V Time (Lcl) - 2300 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. JUDGEMENT - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,PHYSIOLOGICAL CONDITION - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,FATIGUE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
6. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
7. DESIGN STRESS LIMITS OF AIRCRAFT - INITIATED - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,8,9

Factor(s) relating to this accident is/are finding(s) 7

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1706      7/30/85    DELAVAN,WI              A/C Reg. No. N5191N            Time (Lcl) - 0730 CDT
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----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT       Aircraft Damage                          Injuries
                                                             SUBSTANTIAL                   Fatal   Serious   Minor   None
     Type of Operation          -POSITIONING                Fire                   Crew     0        0        0       1
     Flight Conducted Under     -14 CFR 91                   NONE                  Pass     0        0        0       0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BOEING E-75              Eng Make/Model - P&W R-985              ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -  1                        Stall Warning System - NO
     Max Gross Wt   -    4400                  Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                  Rated Power     -     450 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                       SAME AS ACC/INC
       Completeness   - N/A                    Destination                             Airport Data
     Basic Weather    - VMC                       LOCAL                                   SWAN AIRSTRIP
       Wind Dir/Speed- 050/006 KTS                                                        Runway Ident      - N/A
       Visibility     -     15.0   SM          ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -                      Type of Flight Plan - NONE               Runway Surface    - N/A
       Lowest Ceiling         - 15000 FT BROKEN  Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     42            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL                          Current       - YES      Total        -  22177      Last 24 Hrs -       7
        SE LAND,ME LAND,SE SEA,ME SEA       Months Since  - UNK/NR   Make/Model-     1002      Last 30 Days- UNK/NR
        GLIDER                              Aircraft Type - UNK/NR   Instrument-     1282      Last 90 Days-     300
                                                                     Multi-Eng -     1275      Rotorcraft   - UNK/NR

        Instrument Rating(s)   - AIRPLANE
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----Narrative----
THE ACFT NOSED OVER DURING A FORCED LNDG AFTER THE ENG QUIT. THE PLT SAID HE RAN OUT OF FUEL.
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File No. - 1706 7/30/85 DELAVAN,WI A/C Reg. No. N5191N Time (Lcl) - 0730 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - NONE SUITABLE
7. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 1695      8/06/85    WHITEWATER,WI            A/C Reg. No. N8229L           Time (Lcl) - 1520 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                       Fire              Crew        0         0          0        1
    Flight Conducted Under    -14 CFR 91                       NONE             Pass        0         0          0        2
    Accident Occurred During  -TAKEOFF
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172H                 Eng Make/Model - CONTINENTAL O-300-D        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    2150                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     4                       Rated Power    -      145 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing       - FSS                     Last Departure Point                       ON AIRPORT
      Method          - TELEPHONE                 OSHKOSH,WI
      Completeness    - FULL                   Destination                               Airport Data
    Basic Weather     - VMC                       WHITEWATER,WI                            GUTZMER'S TWIN OAKS
      Wind Dir/Speed- 260/005 KTS                                                          Runway Ident      - 18
      Visibility      -    11.0    SM         ATC/Airspace                                 Runway Lth/Wid    -  2500/  140
      Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface    - GRASS/TURF
      Lowest Ceiling            - NONE          Type of Clearance   - NONE                 Runway Status     - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
      Precipitation             - NONE
      Condition of Light        - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      38          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                Current        - YES      Total       -     161          Last 24 Hrs -       1
        SE LAND                                Months Since   - 16       Make/Model-      161          Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument-       12          Last 90 Days-      15


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT HE PLANNED TO USE MAX PERFORMANCE TAKEOFF PROCEDURES OUT OF THE OWNER'S MANUAL FOR THE TAKEOFF.
AFTER BRAKE RELEASE THE ACFT BEGAN TO ROLL DOWN THE SOD RWY. ACCELERATION CONTINUED, BUT ACCORDING TO THE PLT, HIS
AIRSPEED INCREASE SEEMED SLUGGISH. AT 60 MPH AND 3/4 OF THE WAY DOWN THE RWY HE BEGAN ABORT PROCEDURES. BEFORE HE COULD
GET THE ACFT STOPPED, IT RAN OFF THE END OF THE RWY AND INTO A DIRT EMBANKMENT. THE PLT LATER STATED THAT HE WOULD
HAVE LIKED TO HAVE USED SOME KIND OF SOFT FIELD TAKEOFF, BUT THE OWNER'S MANUAL ONLY DESCRIBED NORMAL AND MAXIMUM
PERFORMANCE TAKEOFF TECHNIQUES. THIS ACCIDENT OCCURRED ON RWY 18, WHICH IS 2500 FT LONG. AMBIENT AIR TEMPERATURE AT
THE TIME OF THE ACCIDENT WAS 82 DEGS F.

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                          Brief of Accident (Continued)

     File No. - 1695      8/06/85    WHITEWATER,WI           A/C Reg. No. N8229L          Time (Lcl) - 1520 CDT
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Occurrence #1          OVERRUN
Phase of Operation     TAKEOFF - GROUND RUN

Finding(s)
  1. WEATHER CONDITION - TEMPERATURE EXTREMES
  2.    PERFORMANCE DATA - INACCURATE - PILOT IN COMMAND
  3.       IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
  4. ABORT - DELAYED - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------

Occurrence #2          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     TAKEOFF - GROUND RUN

Finding(s)
  5. TERRAIN CONDITION - DIRT BANK
-------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5
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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 1693       3/11/85    CHARLESTON,WV             A/C Reg. No. N1625H           Time (Lcl) - 1817 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                DESTROYED                   Fatal    Serious    Minor     None
     Type of Operation         -PERSONAL                        Fire               Crew       0         1         0         0
     Flight Conducted Under    -14 CFR 91                        NONE              Pass       2         2         0         0
     Accident Occurred During  -MANEUVERING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 177RG               Eng Make/Model - LYCOMING IO-360-A1B6D    ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2800                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -      4                     Rated Power    -     200 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                   Airport Proximity
     Wx Briefing     - FSS                        Last Departure Point                        OFF AIRPORT/STRIP
       Method        - TELEPHONE                    TETERBORO,NJ
       Completeness  - PARTIAL,LMTD BY PILOT       Destination                               Airport Data
     Basic Weather   - VMC                            SAME AS ACC/INC                           KANAWHA
       Wind Dir/Speed- 150/007 KTS                                                              Runway Ident     - 23
       Visibility    -     7.0   SM              ATC/Airspace                                   Runway Lth/Wid   -  6302/  150
       Lowest Sky/Clouds  -       6000 FT          Type of Flight Plan - IFR                    Runway Surface   - N/A
       Lowest Ceiling         -   6000 FT OVERCAST Type of Clearance   - IFR                    Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - ASR
       Precipitation          - RAIN                                     STRAIGHT-IN
       Condition of Light     - DUSK                                     FORCED LANDING
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      38              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL                               Current        - YES       Total      -   1075          Last 24 Hrs -        4
         SE LAND                                  Months Since   - 10        Make/Model-      86          Last 30 Days-       12
         HELICOPTER                               Aircraft Type  - C-177RG   Instrument-     120          Last 90 Days-       24
                                                                                                          Rotorcraft  -      644

         Instrument Rating(s)  - AIRPLANE,HELICOPTER
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----Narrative----
THE PLT FILED AN IFR FLT PLAN BEFORE OBTAINING THE EN ROUTE WX. HE THEN REVISED THE FLT PLAN BY EXTENDING THE PLANNED
FLT FROM WASHINGTON, DC, (DULLES) TO CHARLESTON, WV. THE PLT DID NOT OBTAIN WX INFO PERTINENT TO REVISED FLT PLAN. THE
PLT WAS UNFAMILIAR WITH THE CESSNA 177RG HANDBOOK AND UNDERESTIMATED FUEL ON BOARD. HE ALSO DID NOT RELY ON FUEL GAGES
OR PERFORM FUEL CALCULATIONS WHILE EN ROUTE. POSSIBLE REFUELING POINTS WERE OVERFLOWN. THE ACFT CONTACTED TREES 1 MILE
FROM THE DESTINATION ARPT, 4 HRS AND 17 MINS AFTER TAKEOFF. THE FLT PLAN WAS FILED FOR 3 HRS AND 20 MINS. ONLY 3 OZS OF
FUEL WERE FOUND IN THE FUEL SYSTEM AT THE ACCIDENT SITE. THE HANDBOOK LISTS 1 GALLON OF FUEL AS BEING UNUSABLE.
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                              Brief of Accident (Continued)

     File No. - 1693       3/11/85    CHARLESTON,WV              A/C Reg. No. N1625H            Time (Lcl) - 1817 EST
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Occurrence #1           LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
  1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. FLUID,FUEL - EXHAUSTION
  6.   JUDGEMENT - POOR - PILOT IN COMMAND
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Occurrence #2           FORCED LANDING
Phase of Operation      DESCENT - EMERGENCY
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Occurrence #3           IN FLIGHT COLLISION WITH OBJECT
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
  7. LIGHT CONDITION - DUSK
  8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  9. OBJECT - TREE(S)
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 1754       7/02/85    LEWISBURG,WV                A/C Reg. No. N9818K            Time (Lcl) - 1815 EDT
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----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                      Fire                 Crew     0        1        0        0
      Flight Conducted Under     -14 CFR 91                      NONE                Pass     0        0        0        0
      Accident Occurred During   -MANEUVERING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - STINSON 108-2              Eng Make/Model - FRANKLIN 6A4-165-B3       ELT Installed/Activated - YES/YES
      Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                           Stall Warning System - UNK/NR
      Max Gross Wt   -    2400                    Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                    Rated Power     -      165 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                        WHITE SULPHER,WV
        Completeness   - N/A                     Destination                              Airport Data
      Basic Weather    - VMC                        RAVENSWOOD,WV
        Wind Dir/Speed- 210/006 KTS                                                          Runway Ident     - N/A
        Visibility     -     7.0   SM           ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -                      Type of Flight Plan - NONE                 Runway Surface   - DIRT
        Lowest Ceiling          -  2500 FT OVERCAST  Type of Clearance   - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE              Type Apch/Lndg      - NONE                                    SOFT
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT                              FORCED LANDING
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      35          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                            Current          - YES         Total      -   2200        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                       Months Since    -  3           Make/Model-      30        Last 30 Days- UNK/NR
                                               Aircraft Type - PA-23          Instrument-     156        Last 90 Days-     267
                                                                              Multi-Eng -     250

         Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT LOST POWER IN CRUISE FLIGHT SHORTLY AFTER TAKEOFF. DESCENT WAS BEGUN TO A FIELD FOLLOWED BY ENGINE QUITTING.
DURING THE TURN TO FINAL, PILOT SAID, LEFT WING STALLED RESULTING IN HARD LANDING ON LEFT WHEEL AND LEFT WING.
LATER, FUEL CAP VENTS WERE FOUND BLOCKED BY MUD DAUBER NESTS.

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Brief of Accident (Continued)

File No. - 1754   7/02/85   LEWISBURG,WV   A/C Reg. No. N9818K   Time (Lcl) - 1815 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
1. FUEL SYSTEM,CAP - BLOCKED(TOTAL)
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM,VENT - BLOCKED(TOTAL)
4. AIRCRAFT SERVICE - INATTENTIVE - PILOT IN COMMAND
5. FUEL SYSTEM,VENT - FOREIGN OBJECT
6. FLUID,FUEL - STARVATION

Occurrence #2   HARD LANDING
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 1800      10/27/85    PARKERSBURG,WV            A/C Reg. No. N48987            Time (Lcl) - 2046 EST
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                             Injuries
                                                                 SUBSTANTIAL                      Fatal    Serious     Minor      None
     Type of Operation         -PERSONAL                        Fire                      Crew      0         0          0.         1
     Flight Conducted Under    -14 CFR 91                        NONE                     Pass      0         0          0          1
     Accident Occurred During  -LANDING
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----Aircraft Information----
     Make/Model     - CESSNA 152                  Eng Make/Model - LYCOMING O-235 SERIES     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    1670                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                      Rated Power     -     110 HP
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----Environment/Operations Information----
   Weather Data                                    Itinerary                                  Airport Proximity
     Wx Briefing      - FSS                          Last Departure Point                       OFF AIRPORT/STRIP
       Method         - TELEPHONE                      BALTIMORE,MD
       Completeness   - FULL                        Destination                             Airport Data
     Basic Weather    - VMC                            CINCINNATI,OH                            WOOD COUNTY
       Wind Dir/Speed- 330/004 KTS                                                              Runway Ident     - N/A
       Visibility     -     12.0   SM              ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - VFR                  Runway Surface   - GRASS/TURF
       Lowest Ceiling        -   6000 FT BROKEN      Type of Clearance   - VFR                  Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                        FORCED LANDING
       Condition of Light    - NIGHT(DARK)
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----Personnel Information----
    Pilot-In-Command                             Age -     45           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                   Biennial Flight Review              Flight Time (Hours)
         PRIVATE                                     Current        - YES      Total     -     229       Last 24 Hrs - UNK/NR
         SE LAND                                     Months Since  -  1        Make/Model-      11       Last 30 Days- UNK/NR
                                                     Aircraft Type - UNK/NR    Instrument-       3       Last 90 Days-      8


         Instrument Rating(s)  - NONE
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----Narrative----
THE ACFT EXPERIENCED A TOTAL LOSS OF POWER DUE TO FUEL EXHAUSTION WHILE ON A BASELEG FOR LANDING. THE PILOT ELECTED
TO LAND IN A CORN FIELD APPROX 1.5 MILES SHORT OF THE RUNWAY BECAUSE HE DID NOT THINK HE COULD MAKE IT TO THE RUNWAY.
THE PLT WAS RETURNING HOME TO CINCINATTI, OH FROM BALTIMORE, MD.

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Brief of Accident (Continued)

File No. - 1800 10/27/85 PARKERSBURG,WV A/C Reg. No. N48987 Time (Lcl) - 2046 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1